VOLUME III NUMBER 18 WEEK OF MAY 12 through MAY 18, 1966

CYCLE NEWS

15¢

No lag at the flag. Louis, Hammond, Tanner and White start Trophy Dash.

Hectic Night At Ascot

Wet or dry, hard or soft and it's still Sammy Tanner, no matter what type of track for the Friday night action at Ascot. Kingpin Tanner came back from three defeats the week before to score three straight wins in the heat, dash and final, running his total to twelve wins for the season.

A record entry of 71 amateurs and experts added a heat race to each of the two classes and also made it much more difficult to make the main events.

Spills Aplenty

The hard, dry track caused a record number of spills and crashes for '66. Amateur point leader Pete Bodette went down hard in practice and was out of the program with facial cuts and a broken collarbone.

Biggest spill of the night came in the expert dash when Eddie Hammond lost his bike right in front of Ralph White. White hit the machine and sailed high into the air and landed up against the south turn wall. A few hours later he was released from Gardena Hospital with no injuries but many bruises. Hammond came up with a broken leg and will be out of action for about two months.

Another streak went by the boards when Dan Haaby unloaded late in the main event. This was Haaby's first spill in Ascot-half mile competition over a span of three and one half years! Haaby walked away and was pronounced ready for this Friday.

The duel in the feature was for third place between teacher Mert Lawwill and pupil Chris Draayer. The pupil won out. Guy Louis was second to the front-running Tanner.

The amateur main was wide open with Bodette out, and both Tim Harris and John Carter watching from the sidelines due to spills in their heat races.

The field jockeyed back and forth before Bert Ershig took command to win his second main event of the year.

Marty MacDonald came up from the middle of the novice pack to cap-

(Continued on page 8)

T.J. TO LA PAZ RECORD BROKEN

By Carol Sims

Monday evening, May 2nd at 9:10 p.m., four well-known Southern California riders set out to break the existing Tijuana (Mexico) to La Paz record established by Honda in 1963. To get the whole story, we spoke directly to one of the participants, EDDIE MULDER, and this is the substance of that interview:

CYCLE NEWS: Well, did you have a ball on the La Paz run?

EDDIE MULDER: What a bummer thing that was.

CN: Really? Who all went and what did you ride?

MULDER: Dave Ekins, Bud Ekins, Cliff Coleman and me. We rode the same bikes (Triumphs) they used in the Six Days Trial.

CN: Was there any special preparation of the machines?

MULDER: Not really. We took air bottles and all that stuff for flats.

CN: What else did you carry?

MULDER: Water, a spare gallon of gas, inner tubes, light bulbs, one hamburger and some Tootsie Rolls.

CN: Did you have any trouble en route?

MULDER: We had trouble before we started. On the way to Tijuana the truck that me and Cliff were in broke down on the Long Beach Freeway. Fuel pump. We had to unload the bikes and Barbour suits and boots and helmets and everything in the fast lane next to the fence, and GO!

CN: You mean you rode the bikes to Tijuana set up for the rough stuff?

MULDER: Yeah. We only had a couple of hours to get there for the start.

CN: How did the bikes do on the pavement?

MULDER: Not too good. They'd only run about 75 and that's it.

CN: But you made it on time?

MULDER: Fifteen minutes to spare when we got there. Threw down a steak and Bud and those guys said "let's go." I couldn't believe it.

CN: How far did you go?

MULDER: Bud's speedo showed 1,014, ours showed 1,114—so we rode 100 miles extra.

CN: Any trouble on the trip?

MULDER: We all got off on the pavement about 30 miles after we started.

CN: What? How did that happen?

MULDER: Well, there's a tunnel going into Ensenada and just entering the tunnel is where it happened. Dave Ekins was leading, hit an oil slick, crashed, Bud hit it, crashed, and I had to throw my scooter down to miss hitting Bud. And Cliff Coleman just skidded to a stop, laughing. It was terrible. It was at night, you know — sparks and the whole route. It broke all the primary cases on me and Bud's bikes, and broke David's headlight. Wow. I couldn't believe it.

CN: Wow is right. Well, when you got off the pavement, what was the terrain like?

MULDER: Just all desert, babe, and rocks. Really. I was waiting for one of them damn bandito guys to jump out any minute. Every 100 miles or so there was a house. That's what they call a town. A house and a gasoline pump. And an old man and lady and about 20 kids and a bunch of cows.

CN: How did that Mexican gasoline work?

MULDER: We all had to retard the spark in our motors.

CN: Did you all stay together?

MULDER: Cliff Coleman was going to take a 70-mile shortcut and we didn't see him for 27 hours, when we met in La Paz.

CN: Did you have a follow-up truck behind you?

MULDER: Nothing. All alone. It was scary. Really was.

CN: How long did the trip take?

MULDER: We had it figured for 30 hours, but it took 39.

CN: Was that 39 hours straight?

MULDER: Straight through.

CN: Well, did you break the record?

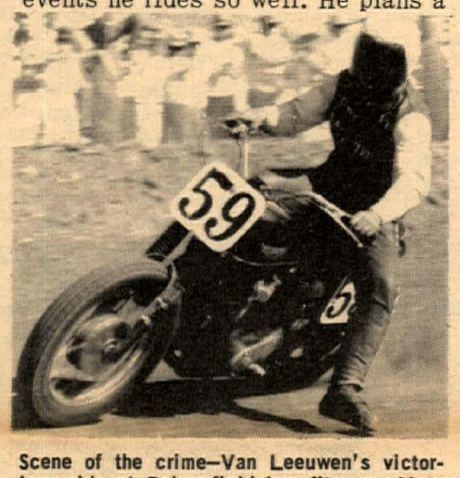
MULDER: Yes, by eight minutes. You see, we had to push Bud the last 15

(Continued on page 8)

AMA Suspends Van Leeuwen License

Skip Van Leeuwen, National Number 59, has been indefinitely suspended from professional A.M.A. competition! The Triumph-sponsored T.T. ace is first to feel the brunt of a new ruling for 1966 which states that professional A.M.A. riders may not compete in sportsman scrambles, short track or hillclimbs.

Van Leeuwen, winner of the recent Tri-State Benefit Scrambles held at Sprockets Park in Bakersfield, was protested for his action and the suspension followed by mail from Columbus. Although still retaining his A.M.A. membership (which allows him to compete in sportsman events), Van Leeuwen is barred "indefinitely" from the money events he rides so well. He plans a protest (naturally), and the results of this initial "test case" will have nationwide impact on the rapidly-changing amateur vs. professional scene.



Scene of the crime—Van Leeuwen's victorious ride at Bakersfield benefit scrambles.

Sports Committee Meet

By Maureen Lee

Last Thursday, Dist. 37 Sports Committee Meeting had the longest discussion of the evening on the newly enforced ruling that Class C Amateurs and Experts are not allowed to compete in Sportsman events. (This does not include desert.)

The local Board of Directors is protesting this enforcement strongly and negotions are under way to change the ruling. If it is revoked it won't be done until next year.

Sports Committee President Jean Carter asked A.M.A. Competition Committee member Earl Flanders to clarify the situation and answer questions from the clubs' representatives.

A representative asked how this ruling is to be enforced. Is it up to the clubs to check on all riders competing in their events? It would be almost impossible to check on all the professionals. The answer was that it is not the clubs' re-

(Continued on page 8)

TITANS 50-MILE HARE SCRAMBLES

By Bob Gooding

Arkie Gunn, prominent Referee of District 37-A (San Diego and Imperial Counties) believes in the old time smash-bang type of riding. He, along with other Titans, Niles Ussery and Ron Attig, presented a May Day Parade to end all parades. The route chosen was just over two miles long, but after twenty laps of loose rocks, powder, loose rocks, drop-offs, loose rocks, hill-climbs and loose rocks, all participants were either separated from their bikes, broken down completely, or all wailed out physically.

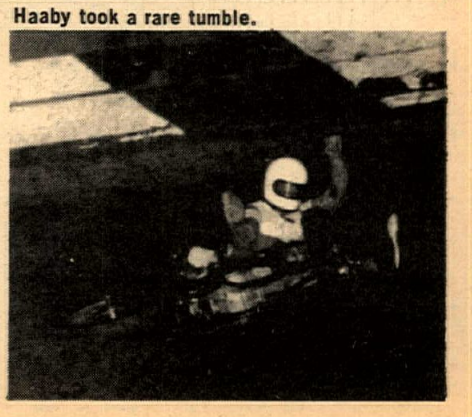
The lightweights had it all their own way with Harry Hayes in the lead, from the starting flag to the finish flag, on a CZ. Harry rode "banzai" all the way, and that's putting it mildly.

The location of the meet was the popular area, Miramar Mesa, just off Highway 101 at La Jolla Junction, situated near enough to San Diego and suburban areas to bring out many spectators. While on the subject of spectators, I feel compelled to say something about those who ride their street bikes out for a day of fun and sun, but after watching the experts make it look so easy, feel compelled to get out and "get with it." This is where the beginner learns a very expensive lesson - or worse.

Open Expert Niles Ussery does an outstanding job of patrolling the course, helping troubled riders, returning lost parts and discouraging "cheaters," but he and his loyal Titans cannot do everything; spectators should use their common sense to control "litter-bugs" and "pit-racers." (Amen!)

(Results on page 16)

Haaby took a rare tumble.



RUSH
APPLICATION TO MAIL
AT SECOND CLASS
POSTAGE RATES IS
PENDING AT
LONG BEACH, CALIF.

CALENDAR OF EVENTS

FRIDAY, MAY 13th.

TT-STEEPLECHASE – San Jose Speedway, San Jose. Class C, Fri. night.

SATURDAY, MAY 14th.

ROAD RACE PRACTICE – For Carlsbad A.M.A. Road Race Sunday, May 15th. Unlimited official practice available from Noon to 5:00 p.m. $1.00 admission to all (riders, mechanics, spectators) with riders' $1.00 applying to $2.50 insurance fee, good for both days. Coast Hwy. to Palomar Airport Rd. offramp, east past airport to Raceway.

TV SHOW-"Wide World of Sports," KABC Channel 7, 5:00 p.m. Dist. 37 Nat'l. TT Scrambles Championship at Prado Park Aug. 28-29, 1965, hosted by Bud Ekins. Starring Skip Van Leeuwen, Bill Riley, Bill Manley. IN COLOR.

SCRAMBLES – Los Gatos and San Jose Sportsman, at Watsonville Speedway, Santa Cruz County Fairgrounds. Practice 5:00-6:30 p.m., first race 7:30 p.m.

T.T. STEEPLECHASE – Selma Speedway, Sat. night. Take Hwy. 99 north to Selma, few miles south of Fresno. Class C.

HALF-MILE FLATTRACK – Altamont Speedway in Tracy, Sat. night. Class C. From L.A., take Hwy. 99 to Modesto, turn left (west) to Tracy, then left on Hwy 50 few miles to race track.

SATURDAY–SUNDAY, MAY 14–15th.

ROAD RUN–4th Annual Las Vegas Run by the Lucky Wheels M.C. Call: (714) 983-2524 for information.

ROAD RUN – Riding Roulettes two-day meet at Day Dream Ranch, Las Vegas, Nev. Contact Reg Sheldrick, 2620 Amarillo St., Las Vegas for further info on this and other Nevada events.

SUNDAY, MAY 15th

FRONTIER DAY & BUFFALO FEED –Shop Hop sponsored by Dave Mason, Ed Kretz and Skip Fordyce. Calico Ghost Town, 12:00 noon to 2:00 p.m. Lucky Rider Trophy and other awards. Dinner donation $1.25.

TT SCRAMBLES – Oilers M.C. to be held at their new track, Imperial Beach just south of San Diego, limed from the freeway. Pits will be patrolled by police to prevent pit racing.

HILLCLIMB–Fresno M.C. presents their Annual Hillclimb at Bass Lake.

GRAND PRIX SCRAMBLES by the Hilltoppers M.C. of Signal Hill. Dist. 37 points. On new course limed from Gorman South and from Newhall-Palmdale turnoff north. For further info call Pete Brown 436–0158 days.

TRIALS–So. Calif. Trials Association in Canyon Crest area of Riverside, limed from Central Ave. offramp of Riverside Freeway. Starting time 10:30 a.m.

CANCELLED – Scrambles scheduled for May 15 by Golden Bears M.C. of Manteca and by Stockton Scramblers on May 30.

SCRAMBLES – Los Gatos M.C. at Fremont Drag Strip. Just off Durham Rd., limed from Nimitz Freeway (No. Calif.). All classes 0-750cc; sign-up 9-11 a.m., practice 9:30-11:30. Races start at Noon. No women's class.

A.M.A. ROAD RACE - Carlsbad Raceway. Class C, $1,500 purse. Pit gate opens 8:00 a.m., closes PROMPTLY at 11:00 a.m. First race 1:00 p.m. Classes: Novice event, Am./Exp. Lightweight, Big Bike. A.M.A. competition license required.

MONDAY, MAY 16th.

OPERATION MOTORCYCLE BLOODBANK – Call any phone number on R.R.C. Road Riding Calendar for information.

FRIDAY, MAY 20th.

MOTORCYCLE MOVIES–Presented by Cycle News. Hoover High School Auditorium, 4474 El Cajon Blvd., San Diego. First show 8:00 p.m. Advance tickets are $1.50. Write Cycle News, Box 498, Long Beach, Calif. 90806.

SCRAMBLES–Madera Braves M.C. present Night Scrambles at Madera Clubgrounds.

SATURDAY, MAY 21st.

HALF-MILE FLATTRACK – Altamont Speedway in Tracy, Sat. night. Class C. From L.A., take Hwy. 99 to Modesto, turn left (west) to Tracy, then left on Hwy. 50 few miles to race track.

SAT. & SUN., MAY 21–22nd

GREENHORN ENDURO – 20th Annual 400–mile run by Pasadena M.C. Starts and finishes at Pearblossom. First rider leaves at 6:01 a.m. Entries close May 7th. Mail entry $7. Post entry $9. Address entries to: Greenhorn, 817 Chehalem Rd., La Canada, Calif. Greenhorn (preferred) or Dist. 37 entry blanks only. All classes including hacks and trail bikes. Mufflers and licenses required. Overnight stop at Red Mountain. Accomodations limited, camping equip. recommended. Riding position drawing May 10th at 8:00 p.m., PMC Clubhouse, 21 E. Howard Pasadena.

SUNDAY, MAY 22nd.

ROAD RACE–United States Grand National Open at Riverside International Raceway. F.I.M. sanctioned. F.I.M. license required, no other. First race 12:00 noon. Preentries close May 16, contact A.C.A. at 145-B Whiting, Fullerton.

SCRAMBLES–North Bay M.C. at Cotati Drag Strip. Between Santa Rosa and Petaluma (No. Calif.). Class C tires recommended, practice 9:00 a.m. to Noon, when races start. All classes, A.M.A. Sportsman sanction. Further info (805) LI 6-3903.

SCRAMBLES – Silver Queens M.C. at Vegas Valley Raceway, 5 miles south of Las Vegas on the old Los Angeles Hwy. (Vegas Blvd. So.). Entry fee $3.00, admission 50¢. Practice 8:00 a.m., first race 9:00. Powder Puff. A.M.A. sanction.

TT-SCRAMBLES–Nomads M.C. at Prado Park. All small bikes 8:30-11:00 a.m.; amateur and expert big bikes 11:00-2:00 p.m.; novices 2:00 p.m.-? Entries close half-hour before race time. A.M.A. points, $1.00 entry, $1.25 spectator.

FRIDAY, MAY 27th.

TT STEEPLECHASE – A.M.A. Class C, Graham Speedway at Tacoma, Wash. Night race.

SUNDAY, MAY 29th.

ROAD RACE–L.A. Chapter of the A.F.M. "Memorial G.P." at Whiteman Stadium. All classes incl. production. Guaranteed $500 purse for G.P. classes. Pre-entries close May 25; production $5.00, G.P. $8.00, $2.00 more on race day. Whiteman Stadium is at Pierce St. and San Fernando Rd. in Pacoima; Pierce St. is between Van Nuys Blvd. and Osborne. Entries and info., A.F.M., P.O. Box 8352 Universal City, Cal. 91608. Phone 213 762-9875.

TRIALS–So. Calif. Trials Association at Ascot Park, 183rd and Vermont, Gardena. Starting time 10:30 a.m. (Master Rider Bill Landefeld says the traps will be laid out using a unicycle and white cane.)

SCRAMBLES – Silver City Scramblers M.C. at NEW track at base of Sunrise Mt. near Las Vegas, Nev. Take East Vegas Valley Dr. from Nellis Blvd. Start 10:00 a.m., 50cc up. Entry $3.00, admission 50¢.

WEEKLY

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK- Orange county Speedway. Pit gate open at 6:00 p.m. First event at 8:00 p.m. 50, 100 & 250cc Classes. Track is located off the San Diego Fwy south of Tustin, across from El Toro Air Station.

EVERY FRIDAY NIGHT

HALF-MILE FLAT TRACK-Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

EVERY SATURDAY NIGHT

SPORTSMAN SHORT TRACK – Valley M.C. at Cycle Land Speedway, 14 miles south of Chico on Hwy. 99-E and Gage Shippee Rd. Pit gate closess 8:00 p.m. Races start 8:30 p.m. Contact Dick Mc Afee, 6633 Penty Rd., Paradise, Calif. for more info.

SATURDAYS

DRAG RACE– Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

SUNDAYS

FRESNO DRAGWAY – Drag racing every second Sunday. Next meet May 15th. Gates open at 7:00 a.m.

SATURDAYS & SUNDAYS

DRAG RACING - Lions Drag Strip 1:00 p.m. on Saturdays. 9:00 a.m. on Sundays. Trophies and E.T. Brackets, plus special purse of $250 every 4th Sunday. Strip is located at 223rd Street, south of Alameda.

CYCLE NEWS

(the Voice of California)

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The Voice of California

The Disappearing Desert

I don't want to sound like an alarmist, but if you're thinking that someday you might like to take up the rough and tumble, he-man sport of desert motorcycle racing you had better hurry up. There will always be motorcycle racing, but alas, our wide open desert is being gobbled up like a pancake in a chicken pen. Promoting clubs are finding that they have to journey farther out every year in order to locate enough uncluttered territory to stage their events. And even then they have to mark the course very clearly in order to keep the hounds from being side-tracked onto the "scent" from last weeks run.

In gravest peril is the big hare and hound; we'll never see another Big Bear Run, except perhaps in name only, and the Greenhorn Enduro, still the biggest desert event, has become in reality the Red Mountain Enduro. The short-lapped hare scrambles and European moto-cross are still relatively safe, but it won't be too many years until a real problem will arise. Picture if you can how it will be when the president of the Clod Busters M.C. raps his gavel and announces to the gang, "Well fellers, it's about time to start laying out our annual Gila Monster Run," and silence greets the guy who says, "Okay, but where's it gonna start from this year?"

If the idea of the disappearing desert doesn't have you worried, here's another angle to consider: how would you like to be squeezed out while the desert is still there? It seems there is another group of desert lovers that wants the whole thing to themselves. These are a strange tribe who like to wander around the desert on foot, covering only a few short miles in a whole day, looking at the sand and bushes and poking around the rocks for lizards and furry little creatures to stare at. This group has been seeking ways to legislate motorcycle off of the "wilderness trails." I guess it riles them to see a motorcycle tread pattern on a trail that was probably made by motorcycles. Maybe all motorcycle riders should immediately write their Congressmen and demand that legislation be passed banning pedestrians from the desert. Perhaps I'm straying a bit from reality, but really, motorcycle-conscious legislators, and believe it or not there are a few, may be able to stave off some of the steadily increasing disappearance of good motorcycling areas.

We've got the fastest growing sport in the country and the country is shrinking just as fast. But take heart, you'll still be able to wear out quite a few new bikes before everything is fenced in, covered with asphalt, and lived on. And when it's all over, you'll be able to smile and think back to that short era when the motorcycles roared and bashed across the dusty wastes and you'll be thankful that you were part of it all, that is, if you participate now.

DON CALDWELL
Arcadia, California

He Gets The Idea

Please send me one of your absolutely free, for 15¢, copy of Cycle News Weekly, Road and Dirt News.

Larry Barnes
Bushton, Kansas

Sidehack Challenge

The Sidehack Association of Southern California would like to challenge any hack outfit outside of the area to engage in competition on any dirt track or natural terrain in California. Time and place will be arranged upon confirmation. (Eastern sidehacks please note: contact Cycle News for further info.)

A MOTORCYCLE JOURNAL

The continuing cross-country adventures of journalist/racers Jim Nicholson and Marty MacDonald. In Oklahoma City, Jim takes pen in hand.

April 25, 1963 – Thursday

IT RAINED AGAIN TODAY

Got up, packed my lunch, then finally realized that it was raining out again. Boy was this depressing. If it goes on like this another day I'll have to find another job because we plan to leave next week.

Mark went to work at the bike shop. Jim and I drove down to a paint store to try and find some inside painting work to do. They said there wasn't anything, so we went down to a gas station where this car is that this guy raced down at the speedway. Then we went down to where Mark was working. When we got there he was working on a Triumph, and not very hard at that. But I've got to admit he worked harder than I did today.

We went back to the house and ate supper. Mark came home and said he met a man from Johnson Motors in Pasadena, a salesman for Triumph. He asked Mark if he could go to a race in Texas. We can't go because it is three hundred miles away. Went to bed.

April 26, 1963 – Friday

JIM READS

Again it rained. Mark went to work while I just stayed home. I did a lot of reading in our tour books about the history and geography of the places we plan to go. I also cleaned up the truck. At 6:00 I went down to the Triumph shop and picked Mark up.

April 27, 1963 – Saturday

MUD HOLE

I drove Mark to work. When we got there the guy who works there asked us if we wanted to go to the races tomorrow in Texas. I went back to Jim's house and picked up our trailer. I stayed down at the shop the rest of the day. We washed our bikes off. And just afterward it started raining again. There goes our races tomorrow.

We went back to the house. We decided to go to the dance place we went to the other day. Jim's mother was the only one home. She is real nice and has a great sense of humor. Anyhow, we drove out to the boondocks to the dancing joint. We stayed about a half hour and left because there wasn't much to do.

We drove down an old road and came to a detour because there was a bridge under construction. We decided to cut through a field. I got out and directed Mark through the best place. Mark got a head start and came blasting down the dirt road, turned left, went through a ditch and landed up to the running boards in a mud hole. Mark said it was my fault cuz he said I said to go left. I said right. He went left. I didn't drive into the mudhole!

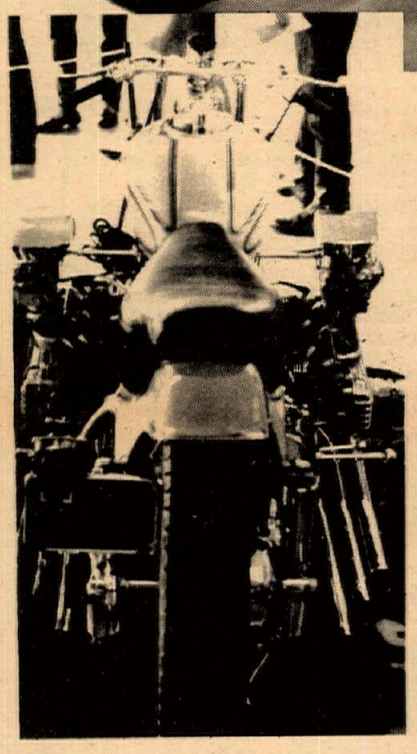
I went up to a house and borrowed a jack. We finally got it out about an hour later. I took the jack back to where I got it. I went to the side of the house to wash my shoes off, then I heard a growl and a big old police dog came out from the back of the house. I ran back to the truck as fast as I could. We went back to the dance joint for awhile, then went home.

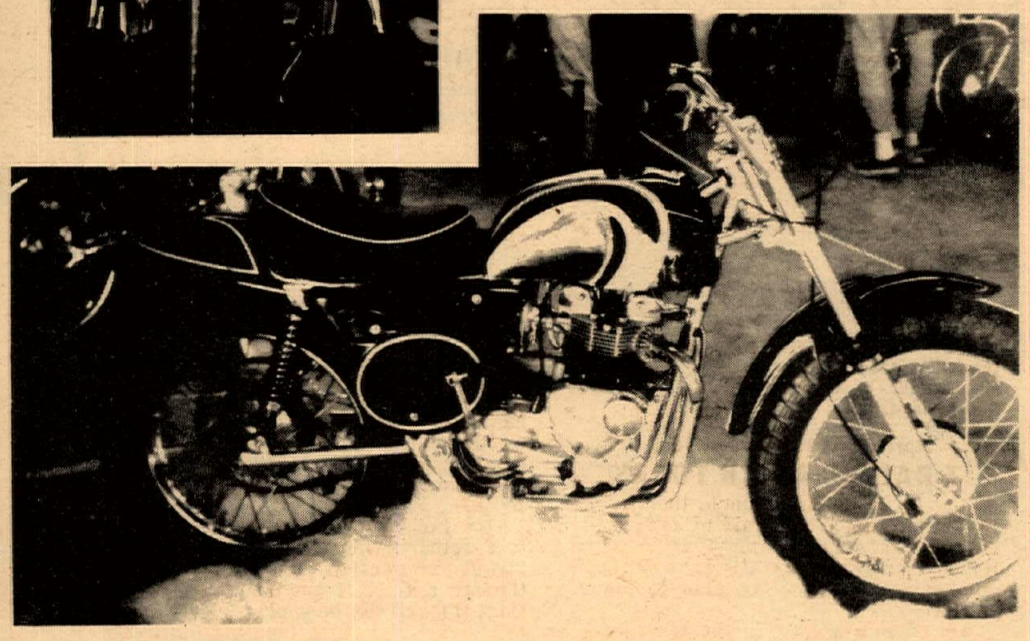
April 28, 1963 – Sunday

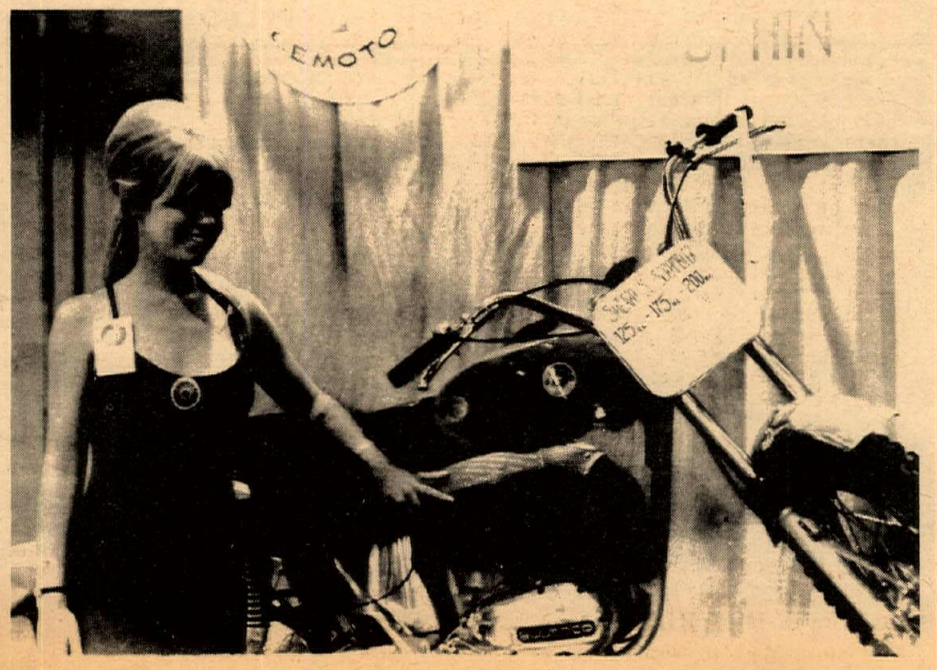
PICTURES

We didn't do much today except wait for next week so as we can take off again. I can't wait. We went fishing where Jim Ashmore caught the snake. We got down there and got stuck in the mud. A man we met came down to the lake. We had him take some pictures of us by our truck with Mark's Polaroid. We had a heck of a time getting the truck out of the mud.

(Continued Next Week)







MONDAY, MAY 2nd., 1966

TRIUMPH®

BREAKS TIJUANA TO LA PAZ CROSS COUNTRY RECORD

TIJUANA

BAJA CALIFORNIA

LA PAZ

New Record:

1014 MILES

39 HOURS

Riders:

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Dave Ekins

Cliff Coleman

Bikes:

TRIUMPH TR-6's

Western distributor:

JOHNSON MOTORS, INC.

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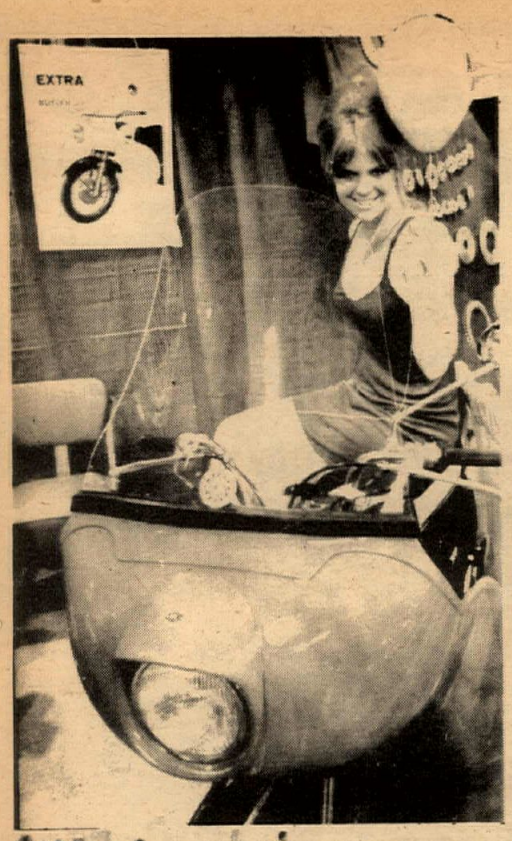
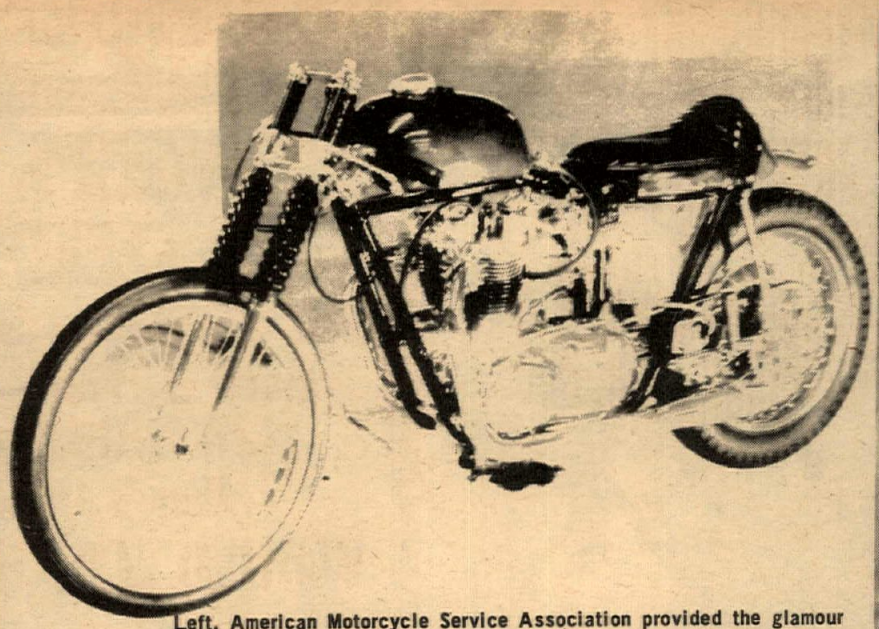
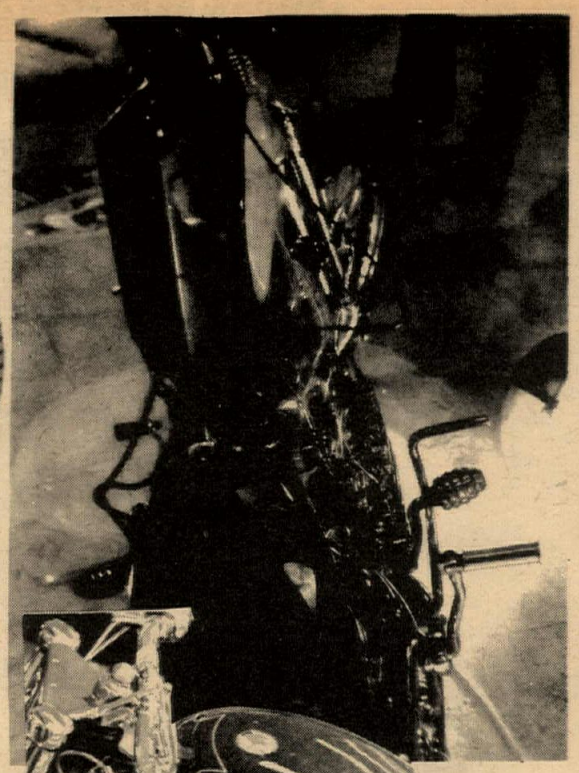
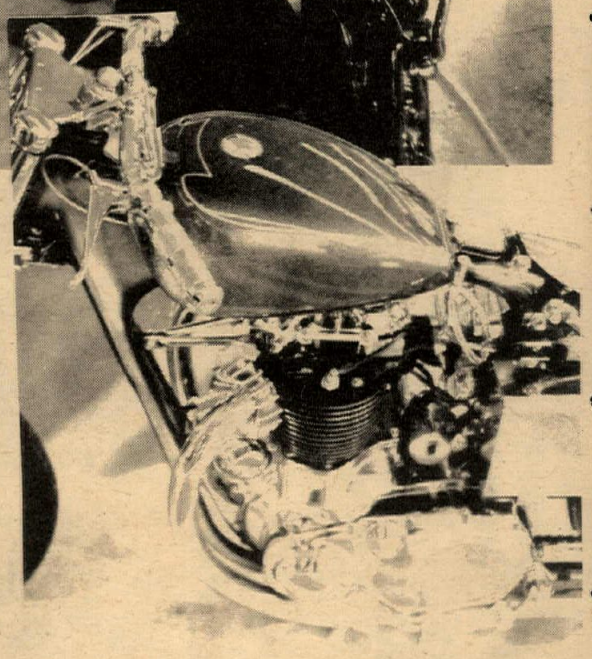
GALS, GEWGAWS AND GO—GO'S

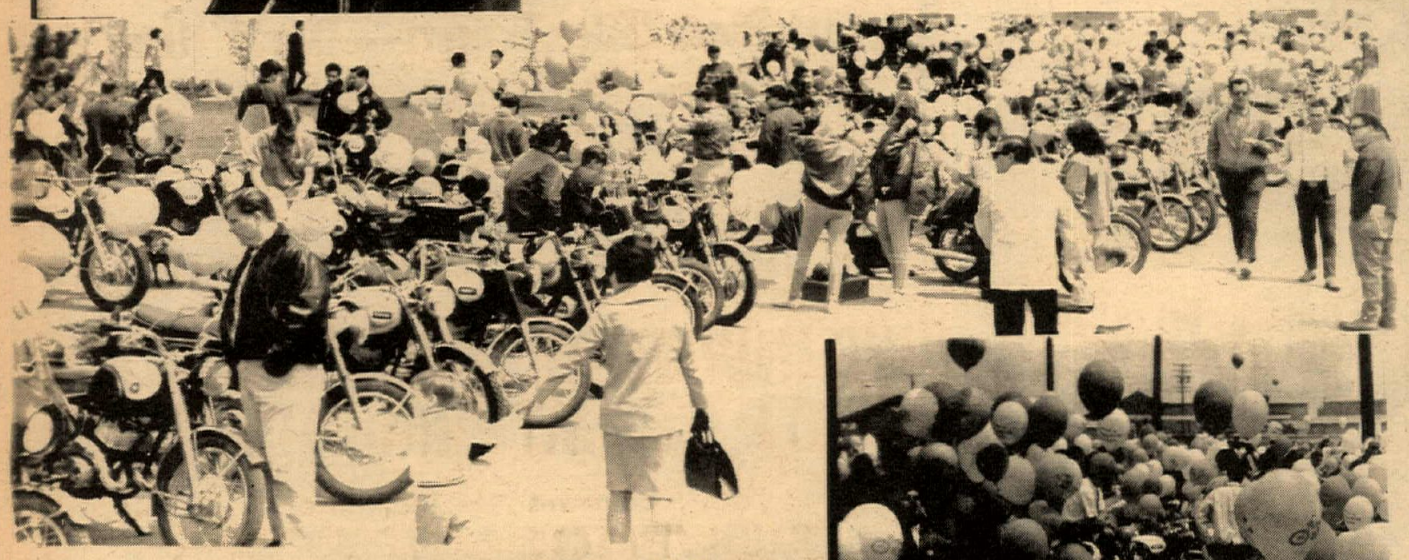








Left, American Motorcycle Service Association provided the glamour to decorate Butler fairings display at Sports Arena. Above, eat your hearts out with envy for the owner of this custom Bonneville, Right, little touches showed originality, like the grenade pegs on this Harley and the ingenious gas tap mounting on the BSA.



Yamaha Go-Go went-went to the show festooned with a barrage of balloons.

Pat Boone, Yvette Mimeux, Mrs. Boone entertained Go-Goers (Yamaha executive Don Gately, holding trophy, made a fine master of ceremonies) Below, the club prize beauty contest winners (easy to see why!)

ANOTHER CALIF. WIN
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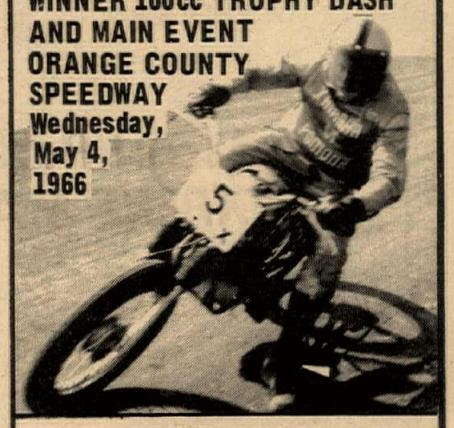
COMBINED 90cc
AMATEUR-EXPERT MOTO CROSS
Frank Roseberry
90cc NOVICE CLASS
Avery Hensley
Sprockets TT-Scrambles
Bakersfield, California
Sunday, May 8, 1966
Dave Ham
WINNER 100cc TROPHY DASH
AND MAIN EVENT
ORANGE COUNTY
SPEEDWAY
Wednesday,
May 4,
1966



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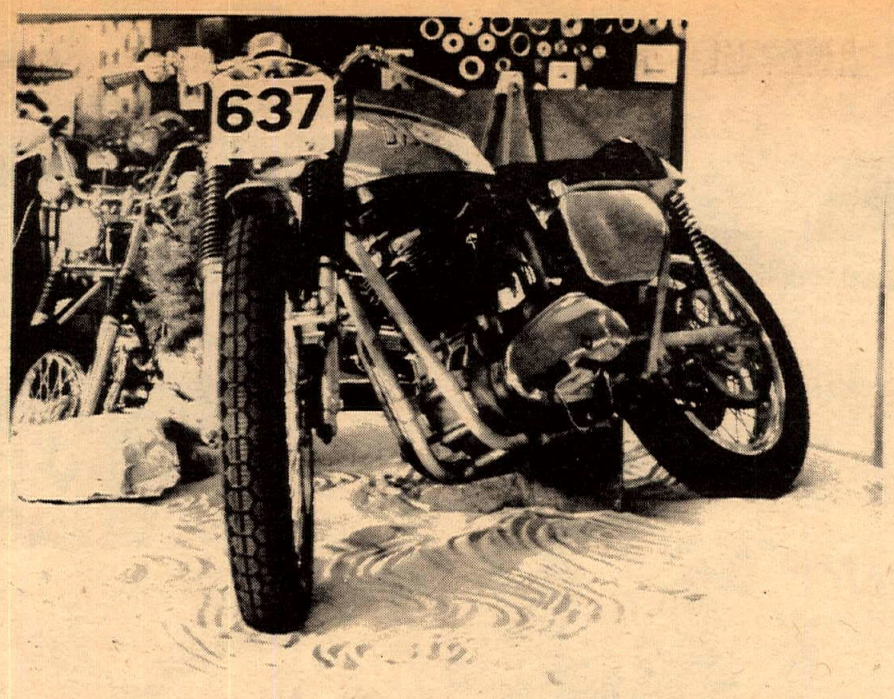
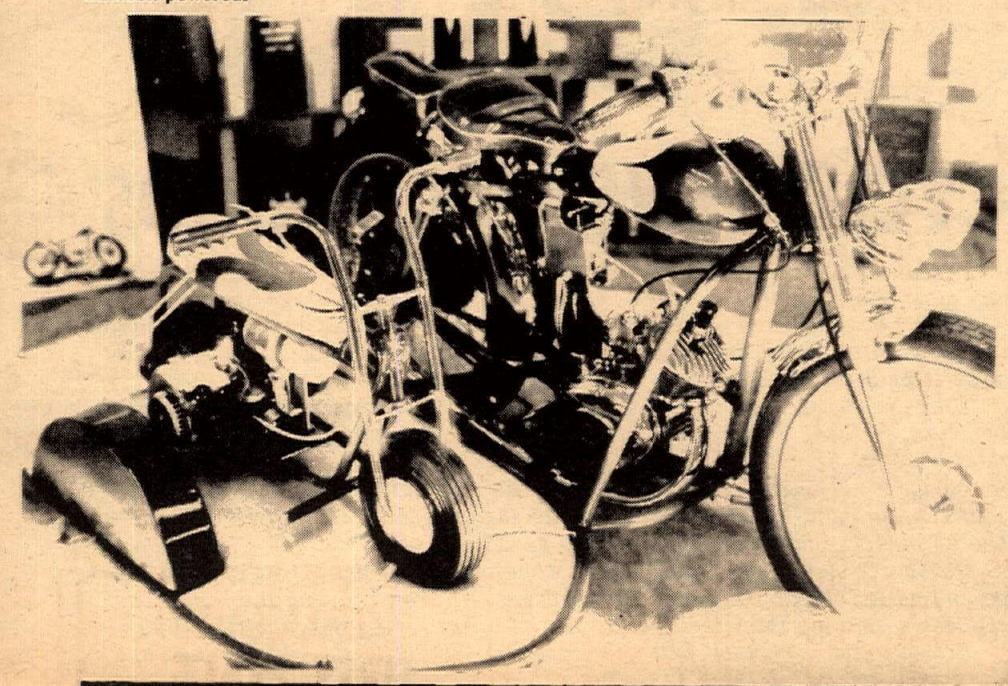


Clay Jacobson displayed his beautiful Matchless G-50 on a rotating table (above). Below, this diminutive sidehack combination is powered by a 50cc Garelli. Mini-mini bike on hack is Ohlsson-powered.



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April 2, 1966——John Sprague
May 7, 1966——Gene Cannady

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May 8, 1966——Prado Park
1st Place 250cc Expert——David Ham
2nd Place 250cc Expert——Carl Patrick

May 8, 1966——T.T.'D in Tucson
1st Place 250 Expert——Jim Berry

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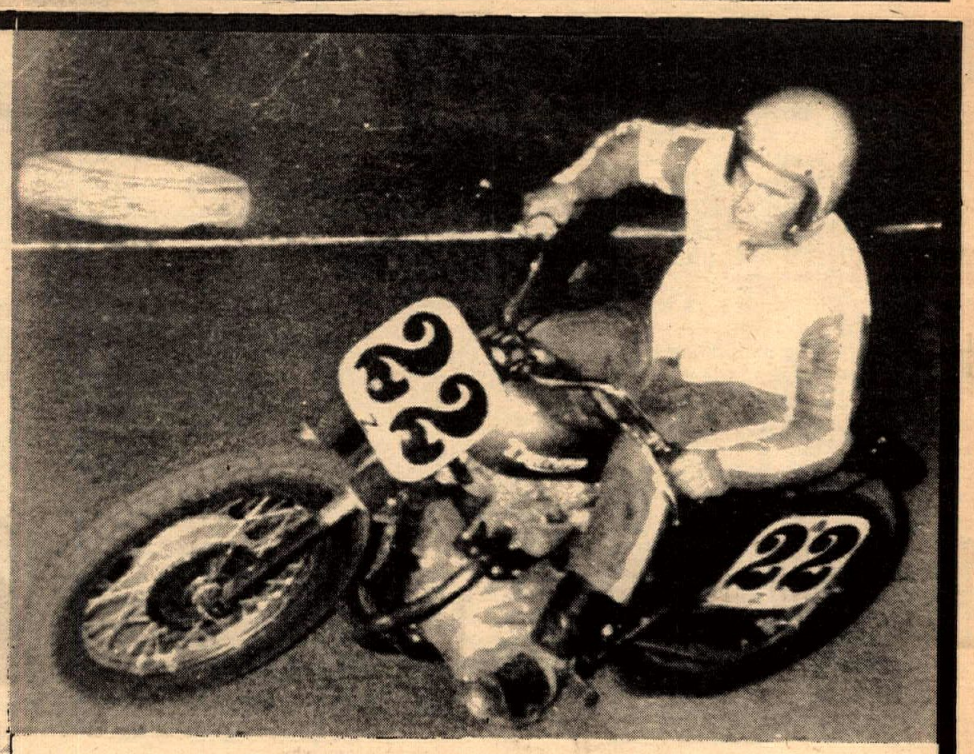
GENE 1st ROMERO

Ascot Park May 7, 1966
EXPERT MAIN EVENT



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OPEN EXPERT MAIN CLASS
Prado Park May 8, 1966

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Annual District 37 Trophy Awards

By Larry Haley

District 37 held their Annual Trophy Presentation at the Golden Valley Gun Club in Pacoima, Saturday, April 30th at 8:00 p.m. Other clubs participating in this presentation were the Four Aces, Sidehack Assn., Lost Angels and Simi Valley, all giving trophies for past events.

The top clubs and riders for the year 1965, were as follows: **High Point Lightweight Scrambles Club: California Gophers, High Point Desert Lightweight Club: San Gabriel Valley M.C., High Point Desert Trail Bike: Earl Roeseler, High Point Scrambles Rider, Lightweight: Steve Scott, High Point Desert Lightweight: Gary Conrad, High Point Heavyweight Desert Club: Checkers, High Point Desert Rider, Heavyweight: Mike Patrick, High Point Rider, Heavyweight: Bill Riley, High Point Scrambles Club, Heavyweight: California Gophers, High Point Enduro Rider: Eddie Day.**

The High Point Club Overall, scrambles and desert, was the California Gophers, again giving them the lion's share of the trophies. The lovely ladies of the desert were also given a trophy for their efforts. They were Rosemarie Martino and Jan Ditson, each for first girl in on different runs.

Youngest trophy-bagger was 13-year-old Jack Johnson for second place amateur trail bike in the National Championship Hare Scrambles by Simi Valley M.C. Jack is 13 years old and has been riding since he was 8 years old. In 1965, on his birthday, he won the trail bike class in the Calif./Nevada Hare Scrambles; he also won it in 1964. He rides a S-90 Honda for Honda-Triumph of Rancho Mirage, and his dad, Bill Johnson, is President of the Coachella Valley M.C. and rides a Triumph.

After the trophies were all presented, a movie was shown. It was of the Antelope Ramblers 1965 National Hare Scrambles in color, the one shown on TV about three months ago. I think this is one of the finest films ever made about bikes and the people who participate in the competition sport. By the way, this film is available free of charge to any member club of District 37, by writing to the Sports Committee.

After the movies everybody got down to the serious job of taking care of party doings and it was a gas. With a live band and free beer, the place rocked till 2:00 a.m.

PERRIS IN THE SPRING

By Maureen Lee

The big-bikes-in-the-morning-group at Perris had a blast on Sunday. The Open Class all ran togehter, Novices, Amateurs and Experts combined, with C. H. Wheat on a Triumph fighting up to first place ahead of another Triumph with Larry Wilbrow aboard.

The 21 inch class had the best infighting of the day with Jack Coody and Terry White, both on Hondas, scrapping tooth and nail through the three moto-cross heats. Coody won the first two, White took the third.

The 500cc Novice class found Tony Simon riding the Honda which carried Monte Darling around for a while. Simon showed tremendous form on this machine and the Main was a ding-dong between him and Matchless-mounted John Smith. Smith got in front a couple of times, but the Honda appeared faster at the right points on the track, all though perhaps not handling as well.

The 500 Amateur-Expert class was all (guess who) Jim Hunter's. Dan Kelly, also on a BSA Gold Star, took over second. Ken Sparkman, an Amateur, was really holding down third place when his bike quit right at the end of the third moto, doing him out of the over-all position.

(Results on page 16)

Roeseler Wins Tiny Bear

This year's Tiny Bear Run was laid out on 100% virgin territory, with seven laps of nine miles each, over some really rough ground.

Rod Montgomery (President of the A.F.A.) promises that next month's cross-country race will be much shorter and easier for the 50cc bikes to finish, and will try to divide the riders into novice and expert classes.

(Results on page 16)

DEPT. OF CORRECTION

In the April 21 issue of Cycle News, page 8, Tucson racing star Mike Bradley was mistakenly identified as Bobby Beard. It was really Mike Bradley crossed up on his Ducati, not Bobby B. We hasten to correct this boo-boo for Mike, as he was drafted into the Army this week and may not be seen in cycle action for a few months.

CYCLE NEWS VICTORIOUS

It took a lot of needling, but Drag News, the weekly paper covering the drag race sport finally accepted our challenge to a mini-bike match race.

Drag News insisted we run last Saturday night. It was their prerogative to request this, so we duly showed up at the appointed hour at Lions Associated Drag Strip in Wilmington with our weapon under our arm.

Drag News' champion Paul Maddox arrived while our bike was hidden from view, "I just wanted you guys to know, we're running fuel." He confidently warned.

"That's all right," replied Cycle News' champion just as confidently. "This is our mini-bike" he said, producing a Honda 250-powered, small-wheeled bike. "And we're running pump gas."

Obviously psyched, our opponent wheeled his Briggs & Stratton to the line and pulled the starting rope. Ad Manager Gil Brown revved the Honda and Drag News, hearing this, redlighted, off the mark, losing the race right there.

Brown calmly engaged 2nd gear, smoked off the mark, caught third and pulled a steep wheelie past the other mini-bike (might as well give the fans their money's worth). Needless to say, we won by many lengths.

Cycle News wishes to thank Dan Doyle of Wilmington Honda for lending us their duelling iron (they also supplied the mini-bike Drag News used. Easy to see where their loyalties lie). And let that be a lesson to you, Drag News.

Gil Brown, of Cycle News, practices for the match race.

Hi-Boots Mothers Day

By B. G. Gooding

In addition to the regular hotshoe attendance, nine female-type competitors celebrated Mother's Day by riding the Hi-Boots Scrambles at Dehesa, just southeast of San Diego.

A good crowd came out in rather coolish weather to see the day's activities -- and they weren't disappointed. Outstanding from a spectator viewpoint was the high speed act of Johnny Apple, practicing for Class C competition at Ascot.

Winner in the Open Expert class was George Admire, riding a Honda, and also noteworthy was Jay Worley on a Harley-Davidson, who took the Open Novice event.

Deserving of a special nod was the team of Ward Ring and his father. Dad tuned and son rode to victory in the 250cc Amateur division, Benelli mounted.

(Results on page 16)

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SCRAMBLIN AROUND

By Maureen Lee

I've been asking a lot of the riders what they think of the ruling that a Class C Amateur or Expert cannot ride in Sportsman events (excluding desert), and the answer is always "It stinks" (or words to that effect!

There are two sides to every story, so what's the other side to this one? District 37 clubs don't pay money to scramblers.

Equipment? Well, maybe there's a small point there; an Expert's Class C bike is always better and he can write off all his engine "goodies" on his income tax, plus expenses which could help pay for some things a "sportsman" rider couldn't afford. But I can't think of any of our top chargers at the scrambles who are hurting for engine goodies because they can't deduct them off their tax forms.

Pros & Cons

In many sections of the country the pros never have been allowed to ride with the Sportsmen; they have ridden in their own classes at the events, or if they did ride with the sportsman riders, were not given trophies for placing, the trophies being given only to sportsman winners. Right there is a solution to the cry of "they take our trophies away from us, how can we beat a National Number," etc. But when you come right down to it, how many times do we see a star Class C rider compete at a local scrambles and walk home with a trophy? Very rarely.

In our district we have more professional riders than anywhere else in the country, and this rule really hurts the guys who are perhaps on their way up to a National Number and who ride every Sunday at a scrambles and still ride Class C. Want a few names? Lonnie Walter, Steve Scott, Jim Berry, Chuck Minert etc., etc.

Last Saturday night's Ascot T.T. found Skip Van Leeuwen missing. Finding Skip in the stands I asked him why, and he showed me the telegram from the A.M.A. revoking his license.

Now, how does a nationally-rated rider risk losing his professional license by competing in a sportsman scrambles? Skip went up to Bakersfield for the Tri-State Championship, which was probably the first scrambles held since all the Class C riders received their letter from the A.M.A. He talked to Red Owen about it, and Owen said he had talked by phone to Lin Kuchler for over an hour about the ruling, and that he understood it would be all right for Skip to ride, he wouldn't be jeopardizing his license. So what happens? He wins the trophy and loses his license.

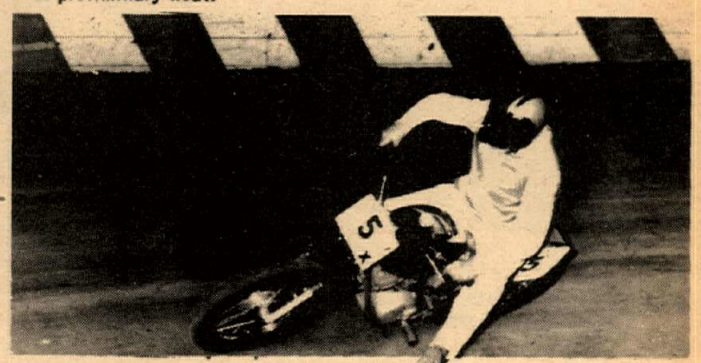
Things like this keep adding to the long list of complaints about the A.M.A. It made me and others good and mad to hear an A.M.A. official stand there in front of the Sports Committee and say they were considering dropping sanctions to sportsman events, as if our races were too small to be bothered with. How can they do this, and at the same time require an applicant for a Novice professional license to have an Amateur or Expert sportsman card?

Our National Championship events aren't doing so well, anyway, with some four cancelled this past year, so if the A.M.A. drops sportsman sanctions, what are they going to be doing? Fighting secret lawsuits?

ORANGE COUNTY SPEEDWAY

Dead heat in the trophy dash found #48 Pat Gosch and John Bradford sharing honors.

A preliminary heat.



David Ham swept the 100cc class Wednesday night at Orange County Speedway.

One of the most hotly contested trophy dashes ever at Orange County Speedway was run last Wednesday night, May 4, when Pat Gosch from Omaha, Nebraska on his Harley Sprint and John Bradford from Anaheim on his Bultaco ran most of the last lap wheel to wheel and finished the trophy dash in a dead heat. Amid the screaming and hollering of the fans, and much to their delight, two trophies were given away for that event.

We are pleased to see the crowds increasing each week at Orange County Speedway. It looks as though Ronnie Jones, the promoter, is obtaining some results through his efforts to publicize the track and the motorcycle racing on Wednesday nights. We're also pleased to see our entries for the events are increasing steadily each week.

The 100cc trophy dash was won by an old favorite and a rider who has been absent from short track racing for some time, David Ham from Riverside on a Hodaka. Ham was able to come back and do the same thing in the 100cc main, breaking Rick Woods' eight consecutive win streak.

In the 250cc main, Gosch and Bradford again had an opportunity to show what they could do in competition with each other, and this time John was able to get by Pat and win the event. Third place in the main went to the number two A.C.A. flattracker of 1965 season, Johnny Balaam, followed closely and hotly contested by #452, James Deehan. Next week should prove to be quite a battle for these top four 250cc main event runners. With Johnny Balaam getting the first 250cc ride of the season and James Deehan, a new rider to short tracking, coming on strong, it looks as though Pat Gosch and John Bradford will have their work cut out for them staying on top of the 250cc class.

(Results on page 16)

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PLEASANTON ½-MILE PICTORIAL

Heat race action at Pleasanton before the dust got REALLY bad. Main event was stopped at five laps; promoter promises better track conditions for next half-mile outing June 5.

Photos By Walt Mahony

Gene Romero made it a clean sweep at dusty Pleasanton half-mile opener, followed up with TT win at Ascot last Saturday night.

ASCOT TT TO ROMERO

First year expert Gene Romero, runner-up in last month's Ascot TT-Steeplechase event, could not be put off this time. After winning his heat race, the San Luis Obispo rider pushed his Triumph from seventh place to overtake early leader Dick Hammer on lap six of the 15-lap Main Event.

Despite all Hammer could do, Romero was never seriously challenged thereafter. The crowd, pleased by Gene's soaring jumps and I'm-gonna-do-it determination, roared their approval of his first TT win as an expert.

Following Hammer in were Jack O'Brien, Jack Simmons, Bob Bailey and Chris Draayer. Simmons had earlier won the Trophy Dash.

Amateur honors went to Jack Konle, also a first-time Main Event winner, and Gene Cannady won the Novice 8-lapper.

Weird Accident

The most unusual accident ever witnessed in a TT at Ascot occurred early in the Expert semi-main. With riders tightly packed through the dogleg turn, Mert Lawwill unloaded. Along came Phil Cancilla with nowhere to go. He made a ramp of Mert's machine, flew high and parted company from his machine. While soaring, armsout, in midair, Cancilla was scooped from danger by the rider directly behind him—Travis Petton. Phil landed, facing forward, on the tank and handlebars of Petton's machine!

It looked like some kind of fantastic split-second trick act, and both riders played it that way. As Petton slowed and pulled off the track with his unexpected cargo, Cancilla gave him a big hug and waved to the crowd, as if it were all pre-arranged. The crowd went wild, almost unable to believe their eyes. They had witnessed a one-in-a-million phenomena, and both riders are to be commended for their exceptionally cool reactions in an emergency. They each recovered their machines, remounted and finished the race. But Petton, accepting congratulations on his "trick act" after the race, was heard to remark, "Good show — but I missed the Main."

MISTY DAY AT PRADO

By Red Ludford

It was misting a little, and continued to do so for about two hours, but it sure made the Gophers' track stay in good condition.

Only two accidents occurred all day. Once, when the sidecars were running, two of them ran off the track with one of the passengers falling out of the sidecar, but he got up and rode again. The other time, a solo bike rider fell off in a corner but although getting run over he was up right away.

The little bikes ran with Dave Ham doing a lot of winning. Another rider who showed a lot of class was Jeff Runyan, even if he did do a bad "endo" on the start of the third moto. Harry Stankey also did well, so did Dale Smith, and Larry Hammond won one of his motos.

There are sure getting to be a lot of 250cc Novice riders. Johnny Carbone took the win in this race, with Tim Eyck coming in for 2nd. And so went the little ones.

The side cars were first in the big bikes and did a fine job. There were four of them this time. All the Amateur and Expert races were moto crosses, so everybody got to ride a lot. It was T. White over Jack Coode in the 21" Novice, and John LoHot took the 500 Amateur by winning all three motos. The Open Amateur was close, between Wood and Sprague, with both of them having good and bad luck.

Another clean sweep took place in the 500 Expert event by P. Brown. P. Dale and J. Selson were right in there behind him. Bill Riley did it in the Expert Open with Wilburn second and "Friendly Joe" Roberts coming third.

Novice time, and there were seven novice events in all. After the heats and semis, it was Anthony Simon in the 500 Novice Moto all the way. The Open Novice went to J. Crouch.

The California Gophers put on a very nice scrambles; they had enough men to cover every spot and job. Remember, there are three more events this month at Prado Park.

(Results on page 16)

SPORTS COMM. from page 1

sponsibility to police this ruling, it is the professional riders themselves. They have all been notified that they are not to ride sportsman events, and to do so will cost them their professional license.

Someone asked, "How about including a separate class for the professionals? "Earl Flanders said no, that would still be competing in a sportsman event, and therefore not allowed.

Boycott Time

Bob Hayes, a Committeeman, stood and complained vigorously about the ruling, that it was hurting District 37 more than any other, was denying the professional a chance to practice, and that probably nine out of ten sportsman Experts and half the Amateur class would be effected. He felt that this whole thing is a power-play to promote professional racing and the money it involves and suggested a boycott of all professional tracks until this matter is cleared up.

His suggestions were applauded, but Jean Carter said he wished that Hayes had not said them, and while he sympathizes he could not condone such statements from a Committeeman, and therefore would consider them as Bob's personal opinions not reflecting on his status as Committeeman.

It was suggested that all riders write to the A.M.A. at 5030 High St., Columbus, Ohio and protest this enforcement.

Noisy Session

Flanders pointed out that the A.M.A. was even considering dropping the sanctioning of sportsman events because they are costing the Association too much money. "There is a $250,000 law suit right now in the courts of this District," said Earl, "which you didn't know about, did you?" Remarks from the floor, when you could hear them included, "Fine, let's all join the A.C.A.", and "Well, why haven't we heard about it? We all belong to the Association so why all the mystery?" Mr. Flanders' reply to this was not audible due to the noise.

Date Change

The Dusters were allowed a change in dates from May 15th to August 14th for their European scrambles, this being passed with a vote. Another vote was taken regarding the clubs designating and so voting that they are either scrambles or desert clubs. Discussion had preceded the vote, and the outcome was that it remain the way it always has. Most clubs will split a vote anyway if they are not sure on an issue.

HALF-MILE from page 1

ture the "B" final for the fourth time in six weeks. His shadow, Don Roberts, again ran second with fast improving Larry Pruett moving up to take third for the second straight week.

On hand for the first time was Daytona champion Buddy Elmore from El Paso, Texas. Buddy came up with mechanical problems in his heat race and was forced to drop out. Elmore, in town for the Carlsbad road races this Sunday, is ranked with Cal Rayborn as the prerace favorite.

ASCOT HALF-MILE RESULTS
Friday, May 6, 1966

EXPERT MAIN EVENT—15 Laps

1.	Sammy Tanner	BSA
2.	Guy Louis	Enf
3.	Chris Draayer	H-D
4.	Mert Lawwill	H-D
5.	Bruce Holland	Tri
6.	Chuck Jones	Vel
7.	Neil Keen	BSA
8.	Swede Savage	BSA
9.	Blackie Bruce	Enf
10.	Dan Haaby	BSA(DNF)

No Time—Race Black Flagged at 13 Laps Time: 4:07.53

AMATEUR MAIN EVENT—10 Laps

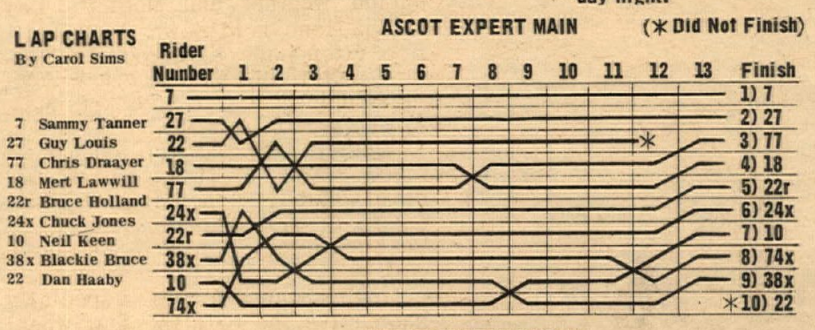
1.	Bert Ershig	BSA
2.	Ron Kruseman	BSA
3.	Jack Konle	BSA
4.	Casper Greif	BSA
5.	Larry Shipman	BSA
6.	Mike Libby	BSA
7.	Miller Harper	BSA(DNF)
8.	John Carter	BSA(DNF)

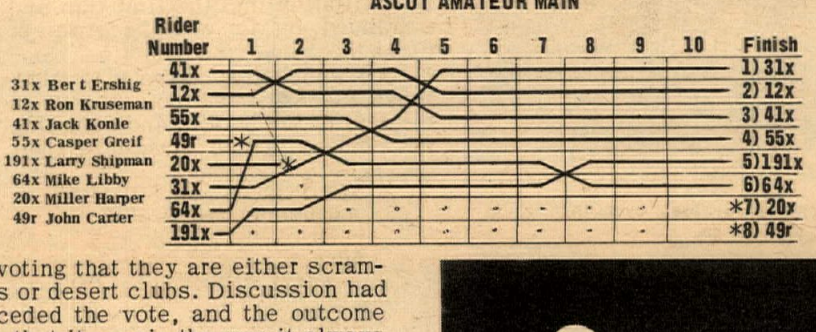
NOVICE MAIN EVENT—8 Laps

1.	Marty MacDonald	H-D
2.	Don Roberts	Yam
3.	Larry Pruett	Yam
4.	Phil Todd	H-D
5.	Chris Hartman	Bul
6.	Roy Spiker	Enf
7.	Ron Spillman	Duc
8.	Jim Ashmore	H-D
9.	Dave Lewis	Bul(DNF)
10.	Phil Brown	Bul(DNF)
11.	Dan Reed	Enf(DNF)

Time: 3:26.18
DNF: Did Not Finish

LAP CHARTS
By Carol Sims





Novices took short route.

ASCOT T.T. RESULTS
Saturday, May 7, 1966

EXPERT MAIN EVENT—15 Laps

1.	Gene Romero	Tri
2.	Dick Hammer	Tri
3.	Jack O'Brien	BSA
4.	Jack Simmons	Nor
5.	Bob Bailey	Tri
6.	Dan Haaby	BSA
7.	Chris Draayer	H-D
8.	Dallas Baker	BSA
9.	Dusty Coppage	Tri
10.	Eddie Mulder	Tri
11.	Mike Konle	Tri
12.	Chuck Jones	Tri(DNF)

Time: 12:19.21

AMATEUR MAIN EVENT—10 Laps

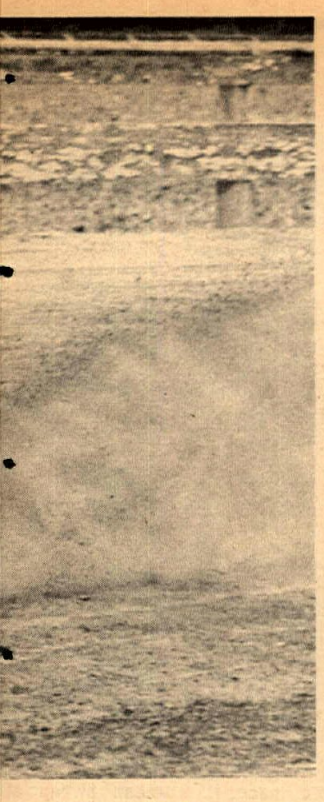
1.	Jack Konle	Tri
2.	Jim Berry	Tri
3.	Ken Clark	Tri
4.	Rich Thorwaldson	Tri
5.	Lonny Walter	Tri
6.	John Bradford	Tri
7.	Ron Kruseman	Tri
8.	Dick Mills	Tri
9.	Ken Helling	Tri
10.	Dick Mercier	Tri
11.	Les Lollar	BSA
12.	Wayne Kizziar	Tri

Time: 8:25.26

NOVICE MAIN EVENT—8 Laps

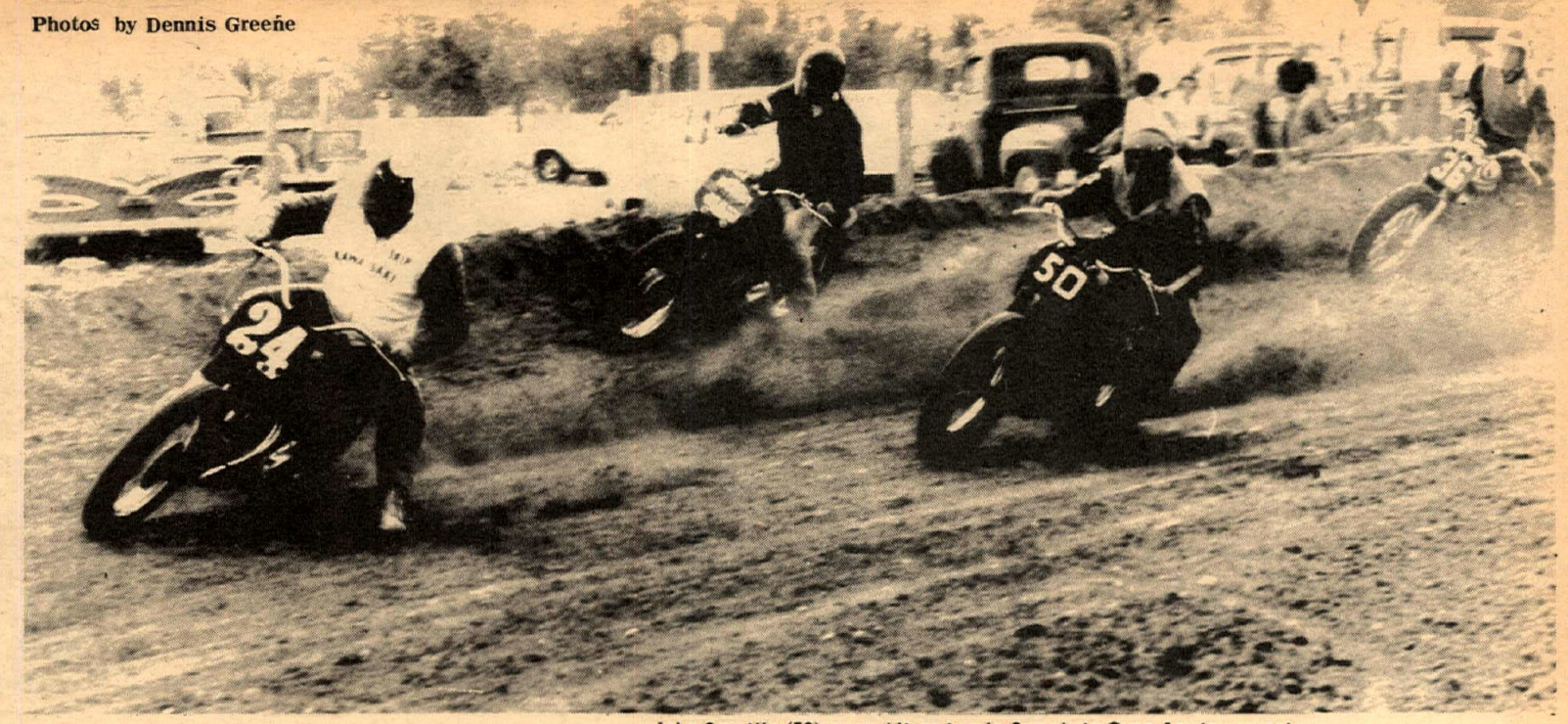
1.	Gene Cannady	Bul
2.	Dan Reed	Enf
3.	Joe Brown	Jaw
4.	Carl Patrick	Bul
5.	Boscoe Burns	Bul
6.	Mike Lithicum	Hon
7.	Phil Todd	Mon
8.	John Heynemann	H-D
9.	Moe Wright	Bul
10.	Barry Hirst	Bul(DNF)
11.	Ken Sparkman	Bul(DNF)
12.	John Sprague	Bul(DNF)

Time: 5:14.67
DNF: Did Not Finish



SPROCKETS SCRAMBLES

Photos by Dennis Greene



John Scantlin (50) poured it on to win Sprockets Open Amateur event.

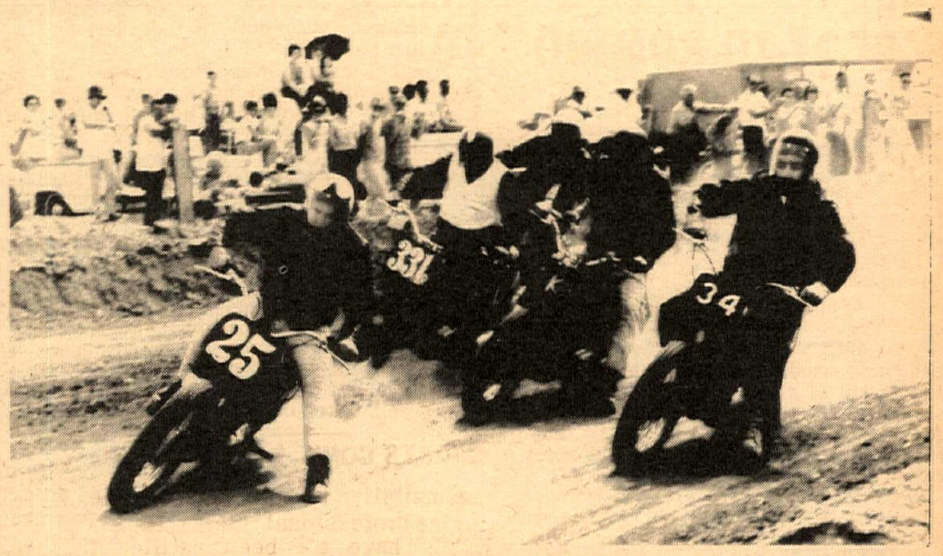
The Sprockets jumped out of gear Sunday. The combination of unkind weather and Mother's Day celebrations held down the usually fine attendance at Sprockets Park in Bakersfield, with about 95% of the trophies going to Sprockets M.C. members.

Despite the cut in number of riders (some of the regulars may have feared suspension of their Class C professional licenses if they competed), a good day's racing ensued.

John Scantlin was especially impressive; he rode the rear wheel of his Harley into the first turn and continued on to win the Amateur class.

Joe Roseberry, on the R.E. Cook tuned Benelli, had horsepower on the rest of the herd, grand-slamming the 250 combined Amateur-Expert class.

Harlan Hinkley (8) took over from Alvin Griffith in big bore go.



Tight action in combined 350 and 500cc Amateur race. Ray Anderson (25) won, Ron Spillman (331) was second.

SPROCKETS T.T. SCRAMBLES
Bakersfield, May 8, 1966

50cc
1. Randy Matthews — Bri
2. Jeff Johnson — Ymg
3. Dave Sprayberry — Yam

90cc NOVICE
1. Avery Hensley — Hod
2. Richard Newby — Hod
3. Larry Melton — Kaw

90cc AMATEUR-EXPERT
1. Frank Roseberry — Hod
2. Bob Timberlake — Bul
3. John Stockton — Bul

250cc NOVICE
1. Don Hughes — Bul
2. Ken Elliott — Duc
3. Ike Eigenbrod — Bul

250 AMATEUR-EXPERT
1. Joe Roseberry — Ben
2. Midge Griffith — Duc
3. Wayne Schmidt — Jaw

350-500 NOVICE
1. Jimmie Ahl — Tri
2. Tony Madruga — AJS
3. Gary Jackson — BSA

500 & 350 AMATEUR
1. Ray Anderson — Tri
2. Ron Spillman — Hon
3. Marshall Nichols — BSA

OPEN NOVICE
1. Mickey Cox — Tri
2. Don Bonkosky — Tri
3. Don Cameron — Tri

OPEN AMATEUR
1. John Scantlin — H-D
2. Ron Pierce — Enf
3. Ski p Saylor — Tri

OPEN EXPERT
1. Harlan Hinkley — Tri
2. Tom Hughes — Tri
3. Al Griffith — Nor

Midge Griffith (34) was overtaken by Joe Roseberry (106) for 250cc Amateur-Expert Honors.

LA PAZ from page 1

miles. When we got off, it broke his case, and it finally caused the primary chain to freeze up.
CN: Sure would have been a drag to go through all that and be eight minutes late.
MULDER: That's why I pushed Bud. Didn't want to take any chances. Just put my foot up and away we went.
CN: Do you happen to know how long the same trip would take in a car, or a truck?
MULDER: Well, Mexicans with truck-loads of turtles cover the same distance in 10 days, but the four-wheel record is 4½ days by Jeep.
CN: What portion was the roughest?
MULDER: About 300 miles of moving rocks on top of rocks.
CN: Wow. Sounds like the bikes really did well to make it.
MULDER: Yeah, they really did.
CN: Any other mechanical problems?
MULDER: Dave had three flat tires. I didn't have to work on my bike at all.
CN: Did you expect it to be as rough as it was?
MULDER: Me and Bud had no idea it would be so rough. It was rougher than any hare and hound I've ever rode, for the whole 1000 miles. You couldn't even have a cigarette without stopping. Had to have both hands on the handlebars all the time.
CN: When did you get back?
MULDER: Thursday at 5:00 p.m. by airplane. The bikes are still there. They'll fly them home this week.
CN: How did you feel when it was all over?
MULDER: I'm still recuperating from that dumb trip. My fingers are still numb from the knuckles up.
CN: Must not have felt much like riding the T.T. Saturday night, huh?
MULDER: Not at all.
CN: Well, do you think you'd ever like to try a record run like that again?
MULDER: Me and Bud are.
CN: You are? Really?
MULDER: The only reason we're going to is I'm positive we could make it in 30 hours. If we hadn't had trouble, we could have broke it by five or six hours easy this time.
CN: Well, thanks a lot for all the information, Eddie. See you Friday night.
MULDER: Okay. Later on.

WILBER CEDER SUCCUMBS

Wilbur J. Ceder, Chairman of the Board of Johnson Motors, Western States Triumph Distributors, succumbed to a heart condition at his home Wednesday morning, May 11th.

The entire motorcycle industry is saddened by news of his passing.

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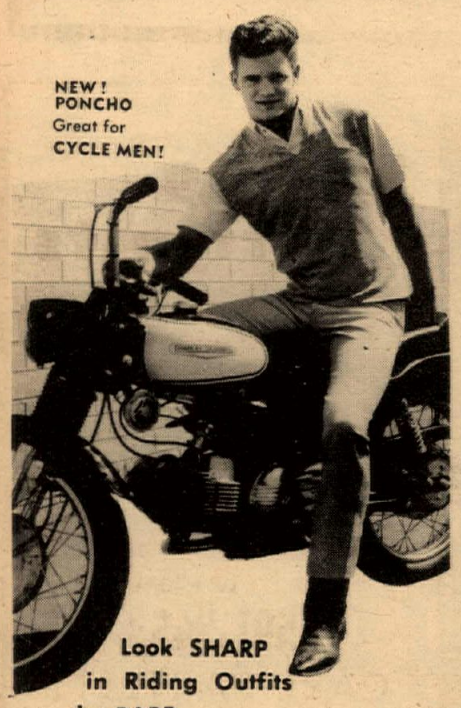

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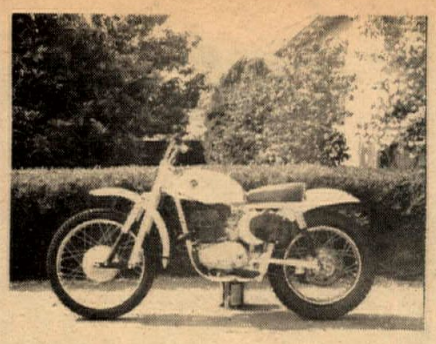
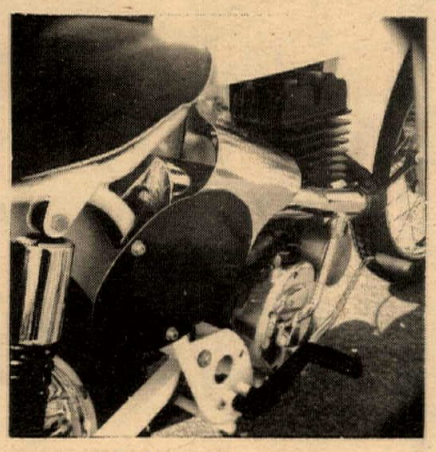
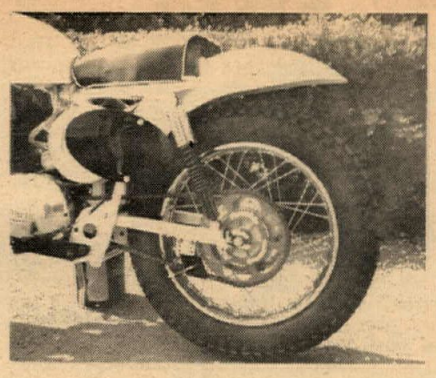
NEW DOT SCRAMBLER







By George B. Maness

The American motorcycle sport and industry has, for several years now, been experiencing a phenomenal spurt of growth. This has brought to the enthusiast many new names and shapes to entice and excite. News to truly gladden and heart, though, is the return to prominence of a familiar name that had seemed lost or hidden in the background.

Such is the news from Dot American, the newly appointed western distributors of Dot motorcycles. Jack Van Wyck, who heads up that company, informed Cycle News that he had recently completed negotiations with the factory in England that will result in motorcycles built expressly for our local racing conditions.

Prototype Here

I was allowed to examine one of the prototypes the factory had sent for testing and criticism and I was impressed by the very business-like machine. This bike will soon appear in District 37 competition with John Rice up. Watch out! This could be a winning combination.

Prior to this model (a duplicate of the works machines), the Dot had been powered by a much modified Villiers 36A engine. Like the producers of many other light-weight scramblers, the boys in the back room of the Dot factory decided that this powerplant had been stretched just about to the limit. So why not design their own engine.

The new engine is based on an Alpha (the bearing specialists) crankshaft and rod assembly like the Greeves Challenger. Unlike the Greeves though, the new Dot also uses an Alpha crankcase. Sitting atop this, bold and brassy as all get-out, is an aluminum cylinder that is pure Dot. This massive casting, featuring a pressed-in iron liner (the better to remove for port alteration) and exceptionally deep finning, is capped by an aluminum head giving an eleven to one compression ratio. The fins are widely spaced to prevent mud clogging and are interrupted around the intake and transfer ports to halt heat transfer to the incoming fuel charge and limit distortion of the cylinder.

The fuel mixture is fed through a 1-3/16" Amal Monobloc carburetor, squeezed into a squish-type combustion chamber and fired by a Stefa miniature magneto driven directly off the crankshaft. The final result of all this is 30 bhp at an unspecified engine speed (probably between 6,500 and 7,000 rpm).

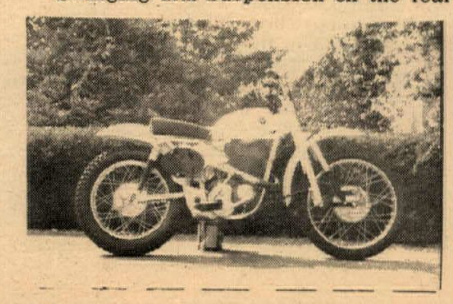
An Albion transmission is bolted solidly to the flat back of the crankcase leaving room for air to circulate and keep the fuel mixture in the crankcase cool. This transmission is an all-new unit with a lower first gear that doesn't even look like the old ones that gave so much trouble.

This engine/transmission unit is carried in a robust and-well-engineered frame of round and square tubes. From the steering head a one-and-a-quarter-inch square tube runs down under the engine and gearbox, up, and back to the steering head. One-inch round tubes branch from the main tube under the engine and angle up and back to meet at the upper rear suspension mounts with a similar pair of tubes that start from the top of the main tube. Thick steel-plate gussets have been used where it appeared necessary and all the welding is neat and obviously strong.

"Haven't I Seen That...?"

"Familiar yet different" well describes the suspension systems used. Any scrambles enthusiast will know that the leading link forks are much like any other lightweight English scrambler but the open construction may puzzle him at first. The Dot's designers have placed the legs nearly vertical, dropping straight to the pivots and providing a very strong mounting for these critical parts. The suspension units themselves are mounted ahead of the main tubes and extend downward to a point just behind the axle. This open construction has allowed the incorporation of an enormous amount of wheel travel which the rider will appreciate when the going gets really rough.

Swinging arm suspension on the rear



of a motorcycle is universal now, but here too one finds a distinctive touch in the use of one and a quarter inch square tubing. Square tubing is at least as strong as the round type in applications of this sort and makes it far easier to provide for the axle and swinging arm pivots.

Nice Detailing

While looking over the bike, poking, measuring and asking questions, one finds many pleasing details. A large, replaceable paper element air filter that feeds into one end of a U-shaped still-air chamber, the other end of which is attached to the carburetor; a wide, soft seat with rounded edges that will not cut into the legs; nine inches of ground clearance; a wheel base that stretches to 55 inches for stability at high speeds; a unique exhaust system that starts out like any other expansion chamber with a long slow taper but instead of reversing the taper from the center to end with a tail pipe smaller than the entrance to the chamber, the Dot's plumbing simply expands slowly to a three and a half inch diameter and is stoppered off by a flat plate over its end. From this flat end, the spent gases are released through a short, two-inch by half-inch curved pipe barely three inches long; nine-inch front and seven-inch rear brakes with the front unit being the superior full-floating type; extensive use of fiberglass to keep the weight down to 215 pounds; and much, much more.

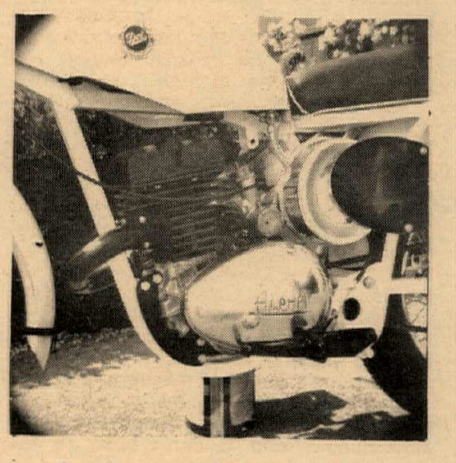
This "Works Replica," a well thought out, quality machine, is not the last word from Dot American. According to Van Wyck, this or a machine derived from it will be the standard model and those who want something really special can have the bike that even now is on its way from England.

More To Come

This newest of the new will feature 34 bhp and adjustable forks and wheelbase. Apparently the ideal machine for the man who wants an all-around dirt bike, the adjustable Dot will have a front end that can be **changed** to any of four fork angles and a rear axle carrier that can be moved through a five-inch range.

All Arounder

There has been little problem in modifying an engine for various types of competition, but the handling had to be set up one way and left there. If you wanted to ride the desert you could just about forget being competitive on the tight dirt tracks. Now, it seems, a rider with but bike can make it at Prado one



week, short-track the next, and take in a tough enduro the following weekend, just by adjusting the front forks. Will wonders never cease?

No, wonders never will cease, for the latest word is that there is soon to be a 360cc version of this bike. Now **that** should give the Triumph and BSA boys a case of jitters.

Anyone want stock in Dot Motorcycles Limited?

COOLIES COLUMN

By Wes Cooley

Our May 22nd plans at Riverside are progressing quite well and the entries continue to increase. We have received quite a bit of interest from the riders with our announcement of a Production race to be run at this event.

Les Richter, Director of Riverside International Raceway, has had confirmation from both Yamaha and Suzuki that they will be well represented by their United States racing teams. We understand Suzuki will bring Dick Mann over from Hawaii. Also representing Suzuki will be Dick Hammer, Ron Grant and Walt Fulton, and of course international riders Koshino and Ito. We've had no confirmation from Yamaha yet as to the riders on their team, but there is the possibility that Buddy Elmore, Ralph White and Gary Nixon, along with Buddy Parriott and Don Vesco will be competing on their team. The Riverside course will truly test the skill of the riders of these two teams as well as their equipment.

Any riders wishing last minute information, license applications or entry forms for this event may contact Mrs. Capalite (714) 847-7629.

It looks as though the South Gate track will not be open for another week or so. The new owners just haven't been able to get the course in sufficient shape to warrant a practice session or a race at this time.

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By Roxy Rockwood

THE FINISH LINE

If you have never attended a road race, you might take a look at the track and the talent that Carlsbad Raceway has in store for this Sunday afternoon, May 15th.

Previous road races in California have had riders on converted street bikes and dirt trackers with brakes added. With road racing becoming much more popular the past few years, the equipment and the ability has become top grade in every way.

Previous road races in these parts were also strictly California riders, which gave the fans no idea of how good, or bad, the locals really were on the pavement. Road racing also lost ground to the dirt tracks because they were so long that the fans could only see the riders for a split second and then they were out of sight.

All of these things were taken into consideration by the Carlsbad people when they built the track and then applied for some AMA road racing. They also held a couple of sportsmen races earlier this year to test the track and let the riders become acquainted with the course.

The last AMA road race down there produced two back-to-back main events that found the win being decided right at the finish line in both the 250cc final and the big bike feature.

The one thing that makes any race a success is to have a lot of talent and many fast cycles. Carlsbad has both this Sunday and it can't miss in the good racing department.

All the stars that made up the most successful Daytona show ever last March are in town and will be racing this Sunday. The speeds will reach between 120 and 130 mph down the front chute on the fast one-and-a-half-mile course. Fast riders actually get airborne down the back stretch due to a series of small hills. Carlsbad boasts both high and low speed turns to make it even more interesting.

Instead of having long-drawn-out endurance type races, all events will be short and quick to keep the racing close. This has been the one big drawback to many road races in the past; they're just too long, which results in not who is the fastest winning but rather who has a machine that will stay together.

No rider will be eliminated due to time trials. The time trials have been eliminated with all riders in the heat races for a position in the finals. The various national AMA road races have been studied and the good things from each incorporated into the Carlsbad event to insure good close fast racing —the type the fans come to see.

Factory Riders

Yamaha will have the four riders that took the top places at Daytona. Suzuki brings in Dick Hammer who cleaned up at a recent non-AMA race at Carlsbad in both the big and small bike finals. Harley sends Cal Rayborn, who won both the big and small finals at the last AMA sportsman race. Mert Lawwill, the only rider to challenge the Yamahas at Daytona, will ride for the first time on his Sprint.

H-D, Triumph, BSA and Matchless will all be gunning for the big bike win. Buddy Elmore has his Daytona-winning Triumph here, the one that shattered all previous records on the famed speedway and topped the finest and fastest racers in America last March.

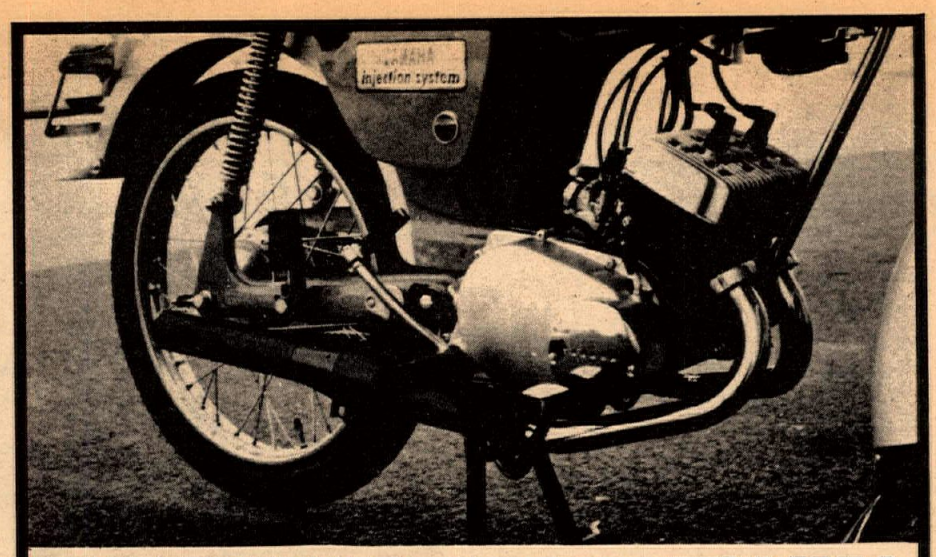
How good are Elmore and new 250cc champ Bobby Winters? They were the best at Daytona against all the Californians. Now we will see what they can do on a short course in the Kamikaze pilots' backyard.

The short courses are not new to either rider. Both learned how to road race in the Texas area on similar type courses where the man has to be able to ride and not just hold on and let the throttle do the rest.

With so much talent on hand this is one time we are not going out on a limb and try to predict a winner in any class. Young Walt Fulton in the novice class, the two-time winner at Daytona, is the only pre-race bet to keep right on going since he left Florida. Mel Dinesen in Bakersfield may have other ideas with his three pint-sized aces.

The riders shoot for a $1500.00 guaranteed purse in the Carlsbad race. This will be the first time for the bucks since 1958 when they ran on the long Riverside course with Brad Andres the winner.

Any and all novice riders are eligible for this one. No scrambles card is necessary as there are many riders who do not care for the dirt but have plenty of road racing experience.



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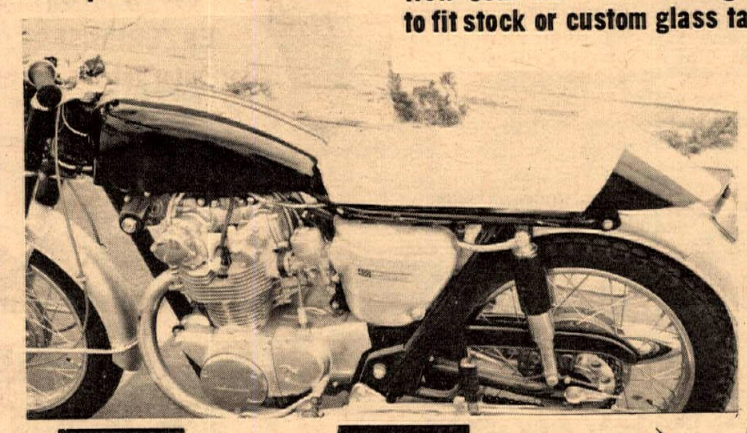

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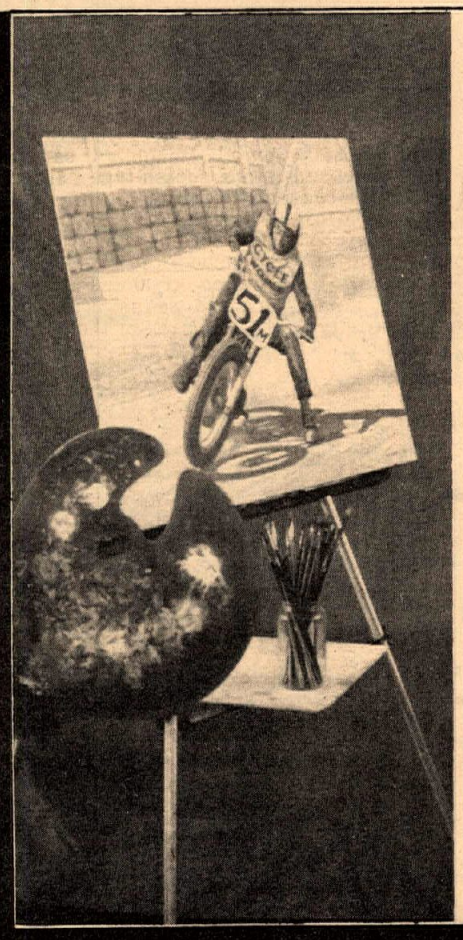

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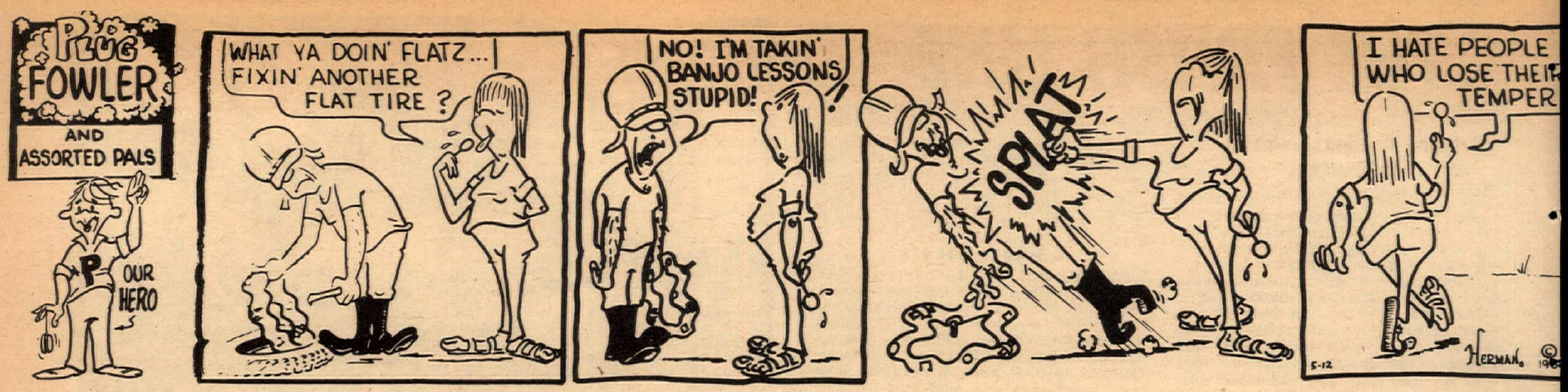

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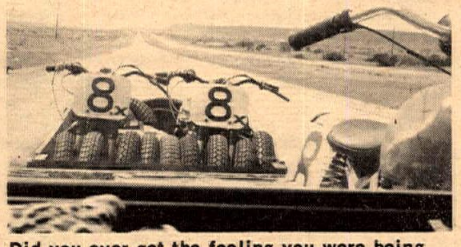
the National Circuit

Around the country with the Californians

By Annette Camp

The first of our California racers to leave were Al Urich, expert 16r, and Phil Hawk, 8x. Urich left Saturday, April 9, for Omaha, Nebraska, his home town; Hawk left Tuesday, April 12, for his home town, Mitchell, Indiana. Both riders were en route to Lawrenceburg, Indiana, to attend one of the opening half-miles of the Eastern Mid-Western circuit this year.

Hawk made it bright and early to Lawrenceburg on Sunday morning, April 17, unloaded his two perfectly-matched Harley KRs (with engines specially built by Jerry Branch), to get ready for practice. By noon it looked as if they were going to have a national, instead of a three-star half-mile. Urich arrived about 12:15, too late to sign up. More truck trouble. Entries were closed and they made no exceptions. So Al helped Phil.



Did you ever get the feeling you were being followed? (Phil Hawk's Harleys en route east.)

Phil chose the short-framed KR to ride, as he thought it would work better on the dusty track that looked like a bed of marbles. He changed tires and gearing on it and went out for time trials. He was coming hot and heavy into the first turn, when all you could see was the rushing image of an upside-down motorcycle flying through the air, with the faint splash of lavender leather flying behind it. The crowd imagined he was done. But when the dust cleared, Phil and the whole pit area were standing there observing a frame that had broken at the fork tube. So they set it aside and ran off to get the other KR and try again.

Phil took a fourth in his heat, seventh in the main, being the only non-national number in it.

The final results for the experts went like this; Bart Markel, Ronnie Rall, Freddie Nix, Buddy Elmore, Doug Showler, Darrel Dovel, Hawk and Norm Bergquist.

From Lawrenceburg our boys went to Illinois. Urich will stay in Chicago until after the Reading, Pennsylvania race. Then he goes back to Omaha, where he rides his BSA out of Ramer Motors there. Phil will stay in Waukegan, Illinois, riding for Lake Shore Harley.

After resting up, they got ready to leave for Reading, Pennsylvania for an eight star half-mile. Al went with up-and-coming novice Gene Hartline of Chicago. Phil went with Darrel Dovel, National No. 45.

They made it to Reading in good shape, only to be told that the race was cancelled because of the weather. Rain had saturated the track, making it look like brown glue, and more rain was due that afternoon. So Al and Phil had only driven 1600 miles and spent their precious dollars for nothing. But that's all part of a day in the life of a racer.

The coming week looks more promising, with more races in sight and the expected arrival of another California rider, Jim MacMurren, 11r. Coming with him will be two other west coast riders from Seattle, Washington, Sid Carlson, National No. 73, and Julian Arthur, #22w. It is also rumored that Bill Ershig, Expert #43x, may be back for the summer, and nobody knows what's coming next.

(To be continued)

DRAGS

By Bob Ebeling

Drag racing has a strong attraction for those who have felt the thrills of extreme acceleration. Strong enough to draw riders and machines for this weekend's competition from places like Santa Maria, San Diego and Yucca Valley. Also great enough to take up many workday and leisure hours of some of the finest mechanics and machinists who either dabble or concentrate on two wheels and all that is supported in-between.

Top Gas

The top gas awards were won by Mike Tucker and his Triumph. Mike has been a top machinist and tuner for many years and has no plans of losing "the touch." The first round was for class elimination against his close competitor, Nira Johnson. Nira red-lighted and lost what would have been a wheel-to-wheel heat at the winning lights. Second round brought the Triumph to the line in a "heads-up" race against Bob Baker and the Honda. Again the red-light showed its color in the lane of Tucker's competition and guaranteed a win to the Triumph.

In a final round it was Harley against Triumph. Richard Decker had won the A gas class on his 55-inch Harley and witnessed the previous red lights in the race for top gas. He was not going to become a victim of a jump start and staged himself on the starting line like a rock. When both lights went from yellow to green the clutches were released and Tucker's Triumph stormed through to win the money.

Top Street

Tony Dodge won his class and top street on a Triumph he uses for work and play. Whenever he appears at a local strip it is with the bike as transportation, so there can be no question as to legality in the street class.

Other top street bikes in their classes were old and new. Al Sherwin is a famil-

(Continued on page 14)

NEWS FROM NEVADA

Sunday, May 1st, 1966
By Reg Sheldrick

It was English Field Trials day in Las Vegas, out at Flamingo Rd. and Jones. The Competition Committee limed out three-foot-wide sections, ten in all, covering about one mile, gave each rider one thousand points to start, then sat back and slowly took the points away. Beginners luck (the kind that's rare here) showed up for a father and son riding their first meet. Winning a trophy for his 770 point finish was Tom Scales (BSA); in second place was Kibby Scales, his father, straddling a Greeves Trials, and in third place, Shane Ross (Greeves).

Having a reduced field of entrants due to the Cycle World show in L.A., the Trials were held in two divisions. In the Super Lightweight class, Bob (The Terror) Tooley held on to 740 points to take first place on a Yamaha followed by Doug Miller (Yam.) and in third, Rod Collins (Yam.)

New Scrambles Track

Your reporter made like a true bloodhound and sniffed out the facts about the new scrambles track in our area. This track is located at the foot of Sunrise Mt. on East Vegas Valley Drive and looks like a real winner. Similar to the old Acton track in California, spectators are able to see all the action from a hill almost surrounding the track. The corners seem a little sharp, but the surface is excellent, rock free, and should provide a good race for experts and beginners alike.

Talked to Gary Stewart, the track owner. He says the layout will be ready for racing in about three weeks. Future plans include an invitational scrambles that California and Arizona hotshoes will find hard to resist; trophies, prizes and surprises.....more later.

Max Switzer is on an unplanned vacation from the race scene again. Max had his Greeves demolished in a truck accident, escaped unhurt, waited weeks to get mounted again then hurt his left arm at work and will sit out the next few races.

The May 22nd Scrambles will be sponsored by the Silver Queens M.C. Club, Shirley Slagle, President, throws out a challenge to all the gal riders to come up and ride the Powder Puff event. We hear these events are hotly contested in California, and our girls would welcome a little more competition. Three heats of five laps, 100cc max. for trophies and a one year subscription to Cycle News (See Calendar of Events).

AMSA Invasion

The Big Wheel is rolling to Nevada!! The influence of the automobile business continues to invade the motorcycle world. Latest entry is the American Motorcycle Service Association. This is the "Triple A" of motorcycling, road service, pickup, monthly magazine, tours, etc. Annual membership $15.00; advance information, P.O. Box 5511, Las Vegas.

Saw quite a few Las Vegans at the Cycle World Show in Smogsville, Terrific lineup of groovy two-and-four-wheelers. Would like to have seen more suppliers of parts and accessories, but it was a highly successful show.

Attention, all you teenage cyclists... watch this column for details of an upcoming contest. Prizes and service discount cards will be offered.

SUBSCRIPTION BLANK IS ON PAGE 6

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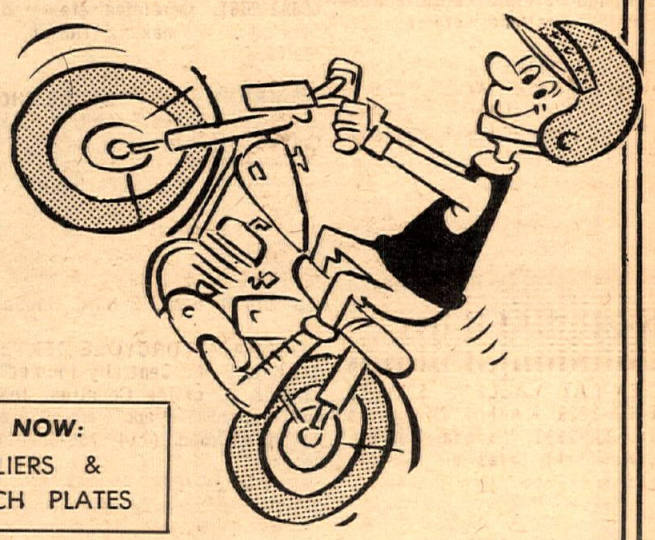

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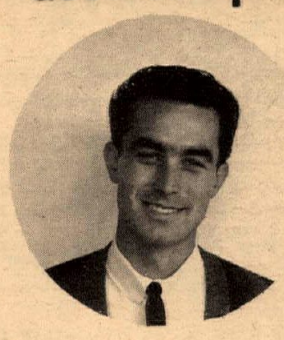

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DRAGS from page 13

iar face and his Harley is well known as tough to beat. Stormy Morris used to ride a Harley flathead but surprised us all with a 450 Honda as his new mount. Steve Rowles ran a little slower than before on his Suzuki, but not slow enough to be defeated.

A Record

Le Roy Wyman is now on Irwindale's record book as the bike to hold title to the D street record, if he backs up his E.T. of 14.05. Congratulations to Le Roy; he has tried hard and long for this spot.

Top Fuel

The run-off for top fuel was between Foothill Cycle's team of Murray and Cook against your columnist. Jim Cook allowed the Honda a head start before he popped the Triumph double's clutch and almost lost the race.

Spectators jumped to their feet as the double began to eat up the distance between the two bikes and broke into cheers as it passed the Honda some fifty or sixty feet before the lights. Jim did not cheer; he just wiped the sweat from his brow.

At Fontana

Due to heavy moisture at Fontana (rain, to be exact), it was questionable whether eliminations could be run. At 12:30 p.m., Manager Jim London gave us the O.K. signal and a demonstration of sheer lack of common sense was shown by all of us who ran, slid, wobbled, spun and almost dumped. Despite all the hazards it was a ball, and the finest trophies I have yet seen at any local strip were awarded. The best speed was turned by Sonny Raslawski on his Harley, and the lunch his wife prepared was great.

Next Saturday

Usually the answer to the problem of 2 plus 2 is 4 but it will be two at Lions this coming Saturday.

Dick Rios, top man and owner of the twin engine fueler "Two Timer," will defend his title against the fast and furious twin engine "Stage Fright" of Perry and Scott. The match will be a two out of three, and considering the repeated 150-mph-plus runs of both bikes, either could be the winner. If experience rules the roost then we would say Rios. Weight and recent competition could give Perry and Scott the win. Luck makes the odds even and so may the best man and machine be king.

If you wish to watch this great battle and compete also, remember that Lions has $25.00 awards on Saturday nights. There will also be action at Irwindale on Saturday, Fontana and Lions on Sunday. This shows signs of the greatest weekend ever.

(Results on page 16)

$3000 IN PURSES FOR WASH.-ORE. TT WEEK

By David L. Welsh

Pacific Northwest TT racing shifts into high gear the last week of May with seven race meets in eight days and an accumulative purse of $3000 plus percentages. Highlight of this action-packed week will be the '66 opening of the popular Castle Rock course. In the past, many California racers have taken advantage of these early-season races to prep for the Castle Rock National in mid-July.

The only daylight feature will be the 31st running of the Tacoma Memorial Championships at Graham Speedway; all other events are under the lights.

Washington and Oregon TT experts, feeling a little cocky after drubbing Eddie Mulder and Skip Van Leeuwen at Boise, Idaho last month, have predicted that not much purse money will be going south this year. Emil Ahola, national TT point leader who was beaten only once at Graham last year, Glen Adams and Sonny Burres, king pins of the pint-sized Portland tracks, welcome the competition of the California steeplechasers.

The Schedule:

May 27 — Graham Spdwy, Tacoma-N
May 27 — Sidewinders, Portland -N
May 30 — Graham Spdwy, Tacoma-D
June 1 — Speedway, Inc. Portland-N
June 3 — Graham Spdwy, Tacoma-N
June 4 — Castle Rock, Castle Rock-N
-D denotes Day, -N denotes Night

THE MOBY CAP

By Jack Byrd

This report is strictly "off the top of my head" as the saying goes. It is concerning a new safety helmet, "The Moby Cap," a new idea in safety head gear, made and fashioned in England. It is constructed of a

fibreglass shell, cork and foam lined. The outside is done in your choice of a sporty plaid or houndstooth check fabric.

These safety caps were sent to us by Bert's Motorcycle Shop in La Puente. They asked our opinion of them. After a careful test, we came up with these views:

The cap stayed on our head well while riding in the wind, thanks to a neat chin strap. However they are only suitable to break the initial force of a fall, and more than likely the sport cap styling would not keep you completely safe from injuries to the side of the head.

The cap itself looks nice on the head and gives a very jaunty appearance to either men or women.

We feel that this particular helmet would appeal more to the sports car driver who wants that extra measure of protection, rather than a cyclist. However some cyclist s might like its comfort, weightlessness and different look. After all, **any** head protection is preferable to none.

EIGHT STATES ENTER CARLSBAD ROAD RACE

Sandy Belond announced today that riders from California, Washington, Oregon, Utah, Arizona, Texas, New Mexico and Arkansas have already filed entries for the coming AMA professional race to be held at Carlsbad Raceway on Sunday, May 15th.

Both Daytona winners are being flown in especially for the event. Bob Winters and Buddy Elmore, the two Daytona front runners, will be here to ride on the Yamaha racing team and headline the list of various champions.

Belond is looking for at least 50 experts and close to 100 novice riders for the purse paying event. He has already signed the front running four riders from the Daytona 100 mile 250cc amateur expert race, two of the top four in the 200 mile national big bike event and the novice winner, Walt Fulton, Jr.

No advanced entry is required. Pit gates open on Sunday morning at 8:00 a.m. with practice to follow immediately. There will also be a special practice on Saturday afternoon.

Novice, amateur and expert class riders will be racing in this, the first professional AMA road race to be run in California since 1958. The track is the same that will be used for the national road race in September.

Greenhorn Time Nears

May 21 and 22 will be the dates this year for the 20th annual running of the Greenhorn Enduro. If you haven't already sent an entry to 814 Chehalem Road, La Canada, Calif., it's too late now, because mail entries closed last Saturday, May 7.

The 'Horn, as it is more or less affectionately known, is the west's oldest endurance run, but not for "greenhorns." Despite the poster slogan calling it "The run for the average rider," it is a rough, tough, two-day, 400-mile desert bash with trophies and glory to match the challenge.

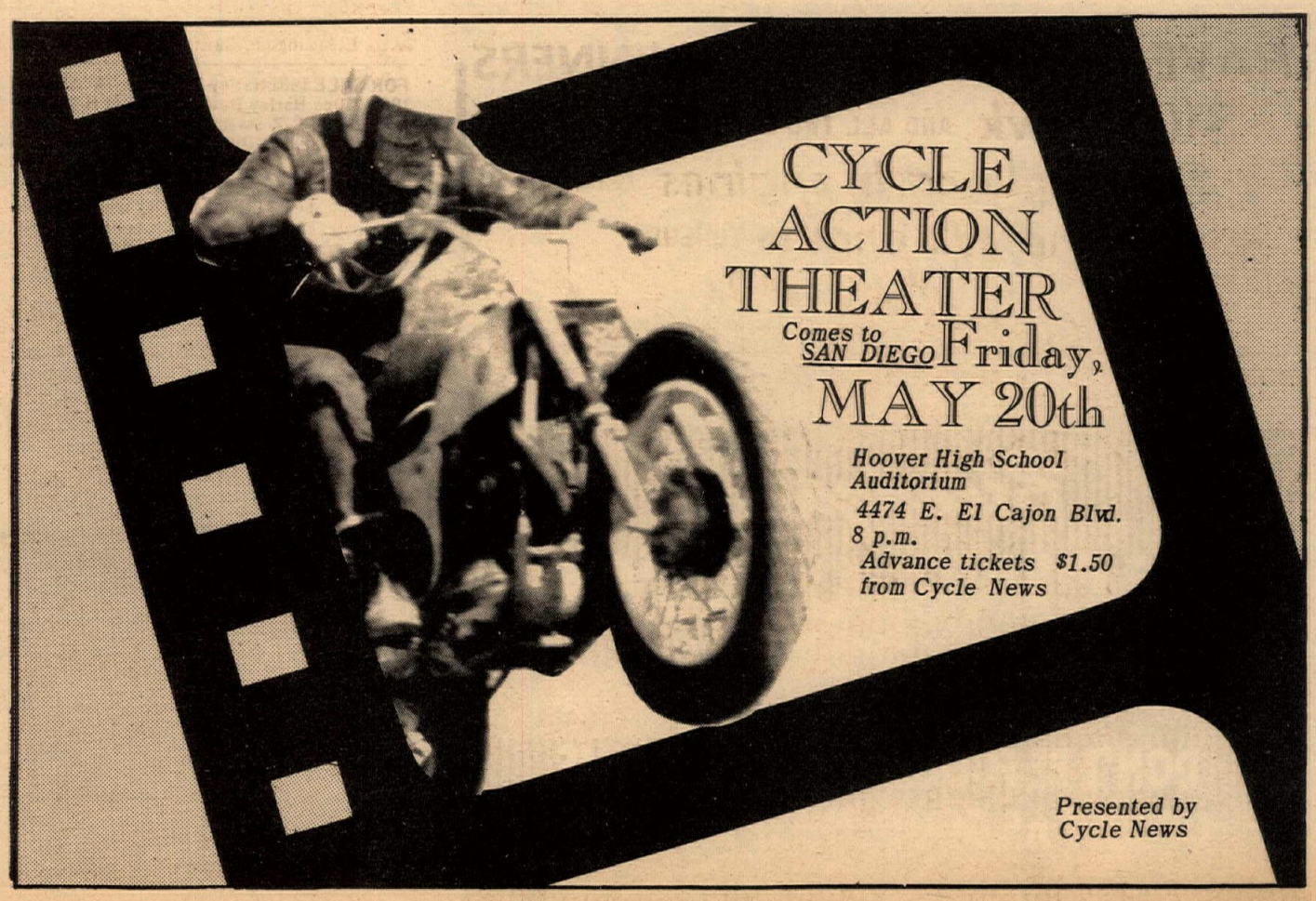
Start and finish line this year is at Pearblossom in the desert. Mufflers and license plates are required. If you can make it to Pearblossom before 6:01 a.m. you can still get in as a post entry.

2-Up Wheelies ?

Lancaster dealer Wheelie Wheeler promises to ride the 'Horn two-up on a Cotton (Wheelie was recently appointed distributor for the lightweight Cotton). His fearless passenger will be Craig Halstead.

5-Man Zundapp Factory Team

Zundapp distributor Edison Dye is putting together a five-man team to place the 100cc lightweights in the winner's circle. Co-sponsored by Med-International and Zundapp-Werke, the team, led by Chuck Baker of San Diego and Leroy Winters of Arkansas, will compete on factory-prepared Six Days Trial machines. Both are planning to ride the I.S.D.T. in Europe this year.



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Up to 66 cc.	$19
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WINNERS EVERY SUNDAY
(Gates open 9 a.m.)
$1.50 Genl. Admission Sun.
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on the 4th Saturday of each month.
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RON JONES PRESENTS IN EL TORO
Short Track Cycle Races
EVERY WEDNESDAY NIGHT
Pit gate opens 6 p.m., Practice 7 p.m., Racing at 8 p.m.
GENERAL ADMISSION $1.50
DIRECTIONS: On Santa Ana Freeway between Laguna Canyon & El Toro turnoffs. A.C.A. Sanctioned

HAVE IT TUNED BY THE WINNERS
$10. Hawk AND ALL TWO-CARB JOBS EXCEPT 450
$8. Single carb engines (plus parts)
$6.50 One cyl. engine TUNEUP
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Honda Experts -- 1448 West Main St., Alhambra Phone 281-7143 results prove it!

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WANT ADS

Our Want Ads are open to anyone — Private parties, dealers, manufacturers, organizations, etc. CYCLE NEWS reserves the right to refund payment and reject ads which we find objectionable.
To insert a Want Ad in this newspaper, simply write in 25 words or so what you want your ad to say, and mail it with $2 to:

WANT ADS,
Box 498,
Long Beach, California

Want Ads received by Monday will appear in that Thursday's edition.

LARRY HALEY COVERED THE LAST DESERT event and took action pictures. Were you there? If so, I may have a picture of you available in black and white or color. Look for the Cycle News truck at all desert events, watch for your riding number marked on an envelope hanging on the side of the truck, or contact me at P.O. Box 813, El Monte or call 444–3445. Club and group shots on request.

HONDA MECHANICS, SALESMEN & PARTSMAN NEEDED

Experienced men wanted for top notch positions. Good pay and fine working conditions, paid vacations and hospitalization insurance. Mechanics we supply your uniforms. Interested? Apply in person at Norm Best Motors, 8461 W. Commonwealth Ave., Buena Park, Calif. Phone 521–3642.

HONDA MECHANIC WANTED AT ONCE. Excellent working conditions see or call Honda of Glendale, 905 E. Colorado Street, Glendale, California 246-2461.

MECHANIC NEEDED:

One of the fastest growing Agencies in So. Calif. needs a highly qualified mechanic. Top pay, excellent working conditions. All benefits. Apply in person or call Jon AT 849-7295. Suzuki Fun Center, 515 N. Victory, Burbank, Calif.

SELLING OUT!
Going to Europe

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175cc MONTESA Scrambler sure class winner with all the right modifications and plenty of spares.

SUPER-SLEEPER SUZUKI X-6 as seen at Cycle World Show. With or without goodies.

S-90 — 70% complete, engine built to 99cc with cam and ports, alloy rims. SEE TO APPRECIATE. William Blakeslee, 861-8545.

MUST SELL MY TOYS—1961 Matchless 500cc single, strong healthy desert bike. $395.00. 1963 YAMAHA 250cc twin, 5 speed, new Pirelli tires. $295.00. 1964 HONDA SCRAMBLER, mint condition. Only 3,000 miles $495.00. Phone (714) 822-6355 L. Bowser, 9150 Pinyon, Fontana, Calif.

"65" JAWA MOTO CROSS, cherry Cond. $475.00. (714) 823-3294.
"63" HONDA C100 New paint & rings $100.00 (714) 823-3294, Earl Roeseler, 9870 Tongelo Ave., Bloomington, Calif.

FOR SALE 1961 Harley Davidson 74" $750.00 1965 250cc Harley Davidson Sprint H $495.00 1965 125cc C-Z Scrambler $295.00. All bikes in excellent condition. Call Barry after 6:30 p.m. Mon.-Sat., anytime on Sunday OL 3-8909.

DUCATI 175cc ROAD RACER Complete with extra parts and fairing. Just rebuilt. No time on engine. Make offer (213) 474-6126. Fred Leonard, 10514 Rochester Ave., Los Angeles

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Good Salary, fringe benefit. Call 346-3700. International Motorcycle Co., 7233 Canoga Ave., Canoga Park, Calif.

HONDA MECHANIC WANTED AT ONCE. Excellent working conditions see or call Honda of Glendale, 905 E. Colorado St., Glendale, Calif. Call 246-2461.

SPOOL HUB, with 18" alloy rim, all chrome, 2.50x18" rib tire, fits front axle of Super Hawk. Only 10 pounds, great for drag bike! $50. Call 421-6238 (Long Beach). Randall Basett, 4703 Bellflower, Long Beach, Calif.

FOR SALE—1965 H.D. Sprint flattracker. 5-speed with extras — 1963 Parilla, extra gearing and tach.—H.D. KR flattrack frame—minibike—Call 428-3853 after 6 p.m. D. T. Morrow 6530 Cherry, Apt. 6, Long Beach, Calif.

MECHANIC FOR YAMAHA — Norton, good working conditions. Easy to get to from all freeways. La Rossa Motorcycle Center, 5535 Tujunga Ave., N. Hollywood, Calif. 766-9447.

'65 80cc YAMAHA full Gyt-kit 750 miles, $300.00. '65 Greeves Street twin, 1785 miles $575.00. '64 Norton 750cc Scrambler $675.00. Steve Hurd Motorcycles, 1405 Olympic Blvd., Montebello, Calif.

1965 BULTACO 175cc ROAD RACER, two new Dunlop Road Racing Tires—G.P. Carb. 180 lbs. Ready to run $600.00. (714) 688-8177 Sunday thru Friday, Leonard Mills, 4124 Lively, Riverside, Calif.

GREEVES CHALLENGER 1964 — Excellent condition. Alloy fenders — desert seat. $500. Call TE 3-3280 Don Finley, 1658 Morse Dr., San Pedro, Calif.

'65 MONTESA DIABLO all new inside. Must sell—sacrifice. Call 842-3813, Bay Cycle, Rental & Service, 18361 Beach Blvd., Huntington Beach, Calif.

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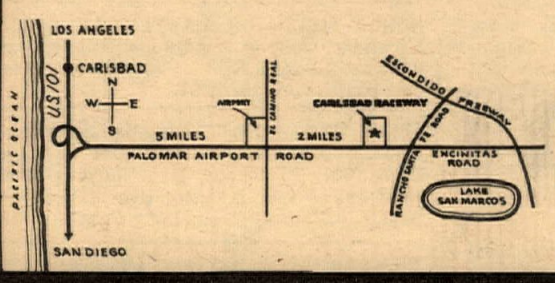

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FROM HIWAY 395, TAKE HIWAY 78 FROM ESCONDIDO WEST TO ENCINITAS ROAD.

RESULTS

IRWINDALE DRAG RESULTS
Saturday, May 7, 1966

TOP FUEL:	Murray & Cook	Tri	10.16—150.75
RUNNER-UP:	Bob Ebeling	Hon	13.00—103.00
TOP GAS:	Mike Tucker	Tri	12.00—113.06
TOP STREET:	Tony Dodge	Tri	13.07—102.98
A/FUEL:	Murray & Cook	Tri	10.16—150.75
C/FUEL:	Bob Ebeling	Hon	13.00—103.00
A/GAS:	Richard Decker	Har	12.25—104.28
B/GAS:	Mike Tucker	Tri	12.— 113.06
C/GAS:	Tom Walters	BSA	13.37— 98.51
E/GAS:	Bob Baker	Hon	14.99— 90.—
A/STREET:	Al Sherwin	Har	13.22& 98.67
B/STREET:	Tony Dodge	Tri	13.07— 102.98
C/STREET:	Stormy Morris	Hon	15.07— 87.84
D/STREET:	Le Roy Wyman	Hon	14.05— 91.64
E/STREET:	Steve Rowles	Suz	14.43— 90.72

BARSTOW HARE SCRAMBLES
Sunday, May 8, 1966

1. Bob Belt	250 Exp	Hus
2. Gary Preston	Op Exp	Tri
3. Mike Burke	Op Exp	Tri
4. Tom Maxwell	Op Exp	Nor
5. James Martino	Op Exp	BSA
6. James Cameret	Op Exp	Tri
7. Reed Price	Op Exp	Tri
8. Oscar Thomas	Op Am	BSA
9. Doug Keathey	500 Nov	BSA
10. Bob McLaughlin	250 Exp	Hus
11. John Bailey	250 Am	Hus
12. Jack Byers	Op Exp	Tri
13. Dick Camp	Op Am	Tri
14. Doyle Field	Op Nov	Tri
15. Steve Kirk	Op Exp	Tri
16. Rod Morrison	250 Nov	Bul
17. J.N. Roberts	350 Am	Hon
18. Bill Bogner	500 Nov	Mat
19. Don Watkins	Op Exp	Tri
20. Ben Bok	Op Exp	Tri

TRAIL BIKES
1. Frank Morgan — Hod
2. Earl Roeseler — Zun
3. David Williams
4. Jack Morgan
5. H. R. Walden
6. Bill Goodman
7. Carl Stevens
8. Jan Ditson
9. Pete Foster
10. Gary Scott
11. Pierre Montgomery
12. Jim Alsup
13. Wes Anderson, Jr.

CALIFORNIA GOPHERS SCRAMBLES
Prado Park - Sunday May 8, 1966

21 Novice Moto - 10 entries

1. T. White	Hon
2. J. Coode	Hon
3. R. Moore	Hon
4. G. Fine	Hon
5. R. Peda	Hon
6. J. Kavanaugh	Hon

500 Novice Moto - 11 entries

1. T. Simon	Hon
2. B. Noble	—
3. R. Phillips	Tri
4. J. Bandringa	BSA
5. G. Heylek	BSA
6. R. Ledford	Tri
7. D. Decker	BSA
8. C. Gunter	Tri
9. J. Verardo	Tri
10. J. Woolvine	///

500 Amateur Moto - 12 entries

1. J. Lohof	Tri
2. H. Reynolds	H-D
3.J. Bandringa	BSA
4. R. Ostrander	Tri
5. D. Alexander	Tri
6. N. Fleece	H-D
7. D. Brittan	Hon

500 Expert Moto - 6 entries

1. Phil Brown	BSA
2. Pat Dale	BSA
3. F. Johnson	Hon
4. F. Conrey	BSA
5. J. Flores	Tri

Open Amateur Moto - 12 entries

1. R. Wood	BSA
2. J. Sprague	Tri
3. C. Gerardy	Tri
4. G. Parker	Tri
5. L. Reilly	BSA
6. J. Johnson	Nor

ORANGE COUNTY SHORTTRACK
Wednesday, May 4, 1966

100cc Trophy Dash
1. David Ham — Hod
2.

250cc Trophy Dash
1. Pat Gosch — H-D
2. John Bradford — Bul

100cc Main Event
1. David Ham — Hod
2. Rick Woods — Yam
3. Gary Calkins — Yam
4. Chris Hartman — Yam
5. Dave Massingham — Yam
6. John Bradford — Suz

250cc Main Event
1. John Bradford — Bul
2. Pat Gosch — H-D
3. John Balaam — Yam
4. James Deehan — Hon
5. Danny Jones — Mon
6. Lee Wheeler — Mon
7. Jerry Kirka — Yam

Open Novice Main - 11 entries

1. W. Ensley	Tri
2. J. Cronch	BSA
3. L. F.	Tri
4. E. Enochs	Tri
5. T. Cooper	Tri
6. N. Deligianis	Tri
7. L. Reyes	Tri

Open Expert Moto - 9 entries

1. B. Riley	Tri
2. L. Wilburn	Tri
3. J. Roberts	Tri
4. M. Van Hiker	Tri

Sidehack Moto - 4 entries

1. Mike Parti, pilot/ J. Sales, Pass	Tri
2. Jerry Person, pilot/ G. Weber, Pass	Tri
3. Larry Burley, pilot/ G. Burley, pass	Tri
4. D. Bingham, pilot/ E. Wade, pass	H-D

PERRIS
Sunday, May 8, 1966

21" NOVICE AMATEUR MAIN

Jack Coody	Hon
Terry White	Hon
Robert Effinger	Jaw
Lewis Wolf	BSA
Daryl Berd	Mai

250cc NOVICE MAIN

Don D. Williams	Bul
Tim Palmer	Bul
Ron Mc Daniels	H-D
Jim Foster	Hon
Robert M. Williams Sr.	Gre

100cc AMATEUR-EXPERT

Keith Mashburn	Hon
Mel Cross	Hon
Gary Bivans	Yam
Chuck Thompson	Hod
Eric Olesen	Hod

55cc AMATEUR-EXPERT MOTO

Kirk McDowell	Hon
Kurt Lewis	Hon
Chris Robinson	Hon
Tony Mason	Yam
Frank McDowell	Hon

200cc AMATEUR-EXPERT MOTO

Gary Greyer	Bul
S. J. Colombino	Bul
H. Brad Starkey	Bul
Pat McGuire	Bul
Mickey Munoz	Bul

125cc—175cc AMATEUR-EXPERT

Gerald Haughey	Bul
Robert Gardio	—

250cc AMATEUR-EXPERT MOTO

Bill Cody	Mon
Ron Izzard	Cot
Boscoe Burns	Bul
Mike Akin	Mon
Dan Guinn	Hon

500cc Novice Main

1. Tony Simon	Hon
2. John R. Smith	Mat
3. Ron Stinnett	BSA
4. Co. Hytten	Tri
5. Ken Farmer	BSA

500 Amateur-Expert

1. Jim Hunter	BSA
2. Dan Kelby	BSA
3. Jim Erisson	Tri
4. Jim Cowell	BSA
5. Art Heinrick	BSA

Open Nov. Am. Exp.

1. C.H. Wheat	Tri
2. Harry Wilbrow	Tri
3. Don Oglivie	BSA

SO. CALIF. TRIALS ASSN. ENGLISH TRIALS RESULTS
Ascot Park, Sunday, May 1st

MASTER	Pts.	Lost	
*1. Bob Kulek, Sr.	38	250	Bul
2. Jack Kavanaugh	39	250	Gre
3. Dick Eaton	42	350	Mat
4. Bob Kulek, Jr.	44	250	Gre
5. Jack Milne	66	350	Mat
Bob Lersch (DNF)			

EXPERT			
*1. Charles Blosfield	55	250	Gre
2. Jim Cameron	65	175	Mon
3. Dick Murray	68	175	BSA
4. Harry Brattin	70	500	Tri
5. Don Morgan	76	350	Mat
Paul Coberly (DNF)			

AMATEUR			
*1. Pat White	11	200	Tri
*2. Larry Powell(12 Cleans)	12	90	Hod
*3. Jim Young(10 Cleans)	12	80	Yam
*4. Ray Warner	16	250	Gre
55. George Steward	17	90	Hon
6. Sig Erson	19	250	Gre
7. Floyd Merrell	24	250	Bul
8. Mike Thornton	28	250	Gre
9. Fred Hehr	29	250	Bul
10. James Smith	31	350	BSA
11. Glen Bennett	37	250	Gre
12. Will Bradbury	39	250	Gre
13. Francis Steward(6 Cleans)	40	200	F.B.
14. Robert Allen(4 Cleans)	40	350	BSA
15. Enzo Martinelli	51	250	Gre
16. Warren Wallace	52	250	Gre
Thorpe Hayness (DNF)			

*: DNF: Did not finish

29 PALMS CITY OF HOPE RUN
Sunday, May 1, 1966

MALE SOLO STOCK
Delbert Beauchesne

MALE SOLO CUSTOM
Ross Cayer (Tie)
Delbert Brummett (Tie)

MALE SOLO FOREIGN STOCK
Donald Hendricks

MALE SOLO
Billy Thompson (Tie)
Orley Sprague (Tie)

FEMALE SOLO
Pamela Hendricks

FEMALE SOLO
Iris Sprague

SIDECAR
Dale Stoddard

FAMILY
Clarence Beauchesne

COUPLES
Bill Nash

TINY BEAR RUN
May 1, 1966

86-120cc CLASS

1. Earl Roeseler(1st Ov)	Zun
2. Richard Walden	Hon
3. Rod Twedell	Hon

56-85cc CLASS

1. Dave Malone(2nd Ov)	Yam
2. Bill Crum	Yam
3. Ken Hazelwood	Yam

UNDER 55cc CLASS

1. Jim Stein(4 Laps)	Toh

TITANS 50-MILE HARE SCRAMBLES
San Diego, Calif., May 1, 1966

1. Harry Hayes	(1st 250 Exp)	C-Z
2. John Bailey	(2nd 250 Exp)	Hus
3. Mark Gooding	(3rd 250 Exp)	Mai
4. B. Cornell	(1st Open Nov)	Tri
5. Chuck Baker	(1st 90cc Exp)	Zun
6. John Kenyon	(1st 250 Nov)	Bul
7. Bill Lang	(4th 250 Exp)	Gre
8. E. Geldreich	(1st Open Exp)	Hon
9. J. Isaacs	(1st Open Exp)	BSA
10. T. Dodson	(2nd Open Nov)	BSA
11. Zane Prather	(2nd Open Exp)	Tri
12. N. McDonald	(5th 250 Exp)	Hus
13. T. Nowakowski	(3rd Open Exp)	Tri
14. R. Michael	(2nd 250 Nov)	Bul
15. Bud Waggoner	(6th 250 Exp)	Gre
16. Don Finan	(4th Open Exp)	Hon
17. B. Willis	(3rd Nov)	Hon
18. Nick Nicholson	(2nd 250 Ama)	Mon
19. John Cates	(5th Open Exp)	BSA

SMALL BORE

50cc Amateur/Expert Main

1. Kirk McDowell	Hon
2. Jay Lewis	Yam
3. Kurt Lewis	Hon
4. Tony Mason	Yam
5. Chris Robinson	
6. Frank McDowell	
7. Bob Peck	
8. Chrles Coughran	

80-100cc Amateur Main

1. Dale Smith	Hon
2. Rick Sherer	Gil
3. Keith Klafs	Gil
4. Alfred Suzman	Gil

175-200 Expert Moto

1. John Selson	Bul
2. Jeff Runyan	Bul
3. Gary Jones	Bul
4. Fran Nestor	Bul

250cc Novice Main

1. Johnny Carbone	Bul
2. Ron McDaniels	H-D
3. Jim Parlmer	Bul
4. Dennis David	Bul

250cc Amateur Main

1. Jerry Hansen	Bul
2. Bill Cody	Mon
3. Paul De La Torre	Bul
4. Don Harris	Hon

250cc Expert Moto

1. David Ham	Bul
2. Carl Patrick	Bul
3. Leonard Earl, Jr	H-D
4. Fredolf Johnson	Hon

DEHESA MOTHER'S DAY SCRAMBLES
May 8, 1966

90cc NOVICE MAIN

T. Mulkey	Hod
W. Schiefer	Hon
K. Lyle	Yam
B. Bowman	Hon
R. Roll	Yam
K. Masat	Bri
M. Chiara	Hod
B. Norgaard	Hod
R. Besco	Yam
B. Barker	Hod
D. Engstrand	Yam

90cc EXPERT

C. Baker	Zun
R. Foster	Yam
J. Feuling	Yam
A. Finan	Hod
B. Sharp	Yam
W. Ramsey	Hod
M. Whitten	Hon
J. Davis	Yam
W. Ring	Hon

200cc MOTO

E. Geldreich	Hon
D. Jones	Bul
T. Bohler	Bul
B. Duryea	Bul
C. Gralling	Hon
J. Phillipson	Hon
S. Wanger	Bul
B. Cain	Hon

250cc NOVICE MAIN

J. Kenyon	Bul
J. Phillipson	Hon
N. Summey	Duc
L. Dubouch	Hon
R. Blocker	Hon
H. Kissinger	Duc
R. Adams	Duc
H. Kissinger	Duc
R. Adams	Duc
R. Vesco	Mon
K. Ashby	Hon
F. Angelo	Bul

250cc AMATEUR MOTO

W. Ring	Ben
D. Clemo	Hon
M. Carter	Bul
S. Bevan	Bul
B. Sharp	Yam
C. Smith	Bul
L. Williford	Duc

250cc EXPERT MOTO

D. Mc Carley	Gre
D. Silverthorn	Mon
D. Mills	Bul
M. Gooding	Mai
S. Lang	Gre
J. Willis	Gre
B. Waggoner	Gre

500cc NOVICE MOTO

D. Clemo	Mat
R. Dodson	Hon
M. Goodwin	Tri
G. Smart	Tri

OPEN NOVICE MOTO

J. Worley	H-D
J. Smith	Nor
J. Barrer	Tri
H. Cliffton	Enf
J. Whitcomb	BSA
D. Lance	Tri
E. Disney	Tri

OPEN EXPERT MOTO

G. Admire	Hon
P. Nowakowski	Tri
V. Gillihan	Tri

POWDER PUFF

M. Whitten	Yam
C. Gooding	Hod
E. Roloff	Yam
E. Long	Gil
C. Ann	Hod
G. Hussong	Hod
J. Catron	Hon